

HISTORY
OF
PERTH AMBOY
New Jersey

1651 - 1959

Vol. II

By
William C. McGinnis

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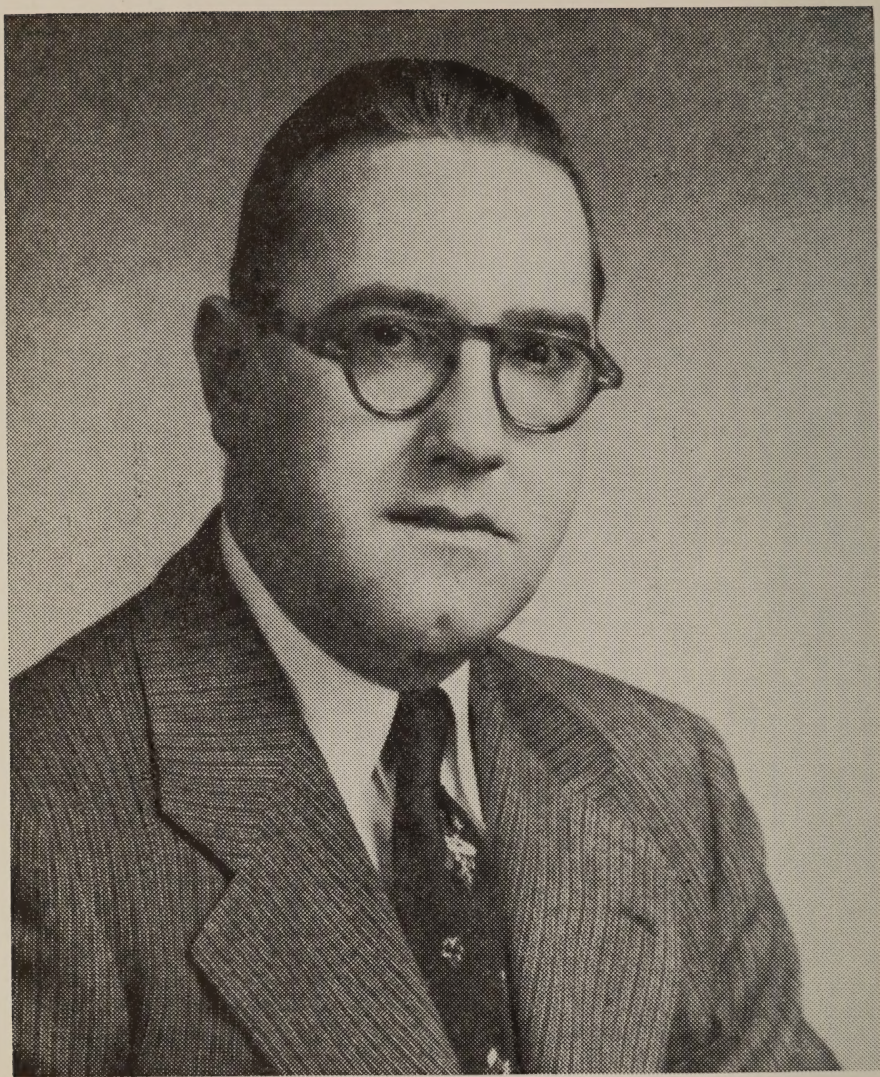
By

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AUTHOR OF

"WILLIAM DUNLAP," "THE KEARNYS," "THE WESTMINSTER," "HISTORY OF
ST. PETER'S EPISCOPAL CHURCH," HISTORY OF PERTH AMBOY Y. M. C. A."
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PERTH AMBOY, NEW JERSEY



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WILLIAM EIER
FIRST MAYOR — 1718

DEDICATION

I dedicate this book to my wife, Marion Boynton McGinnis, who for more than fifty years has been my companion and helpmate. In the preparation of this volume she has been a help and inspiration to me. She has read many pages and helped to smooth out rough places in this imperfect attempt to,

“COPY FAIR WHAT TIME HATH BLURR'D.”

It is my hope that the result of this effort will be the preservation of the history of some people, things and events that might have been forgotten.

WILLIAM C. MCGINNIS,
Perth Amboy, N. J.
October 22, 1959.

INTRODUCTION

In this book, Vol. II of History of Perth Amboy, there will be no attempt at chronological order. It will not be a complete history of the city. Events of historic importance will be presented. Other things of no great importance, except that they may be of more interest than some more important things, will be included.

The things done and the things that just happen in any town are so many that only a small part of them can be put into written history.

Perth Amboy, the town that had several names, had many things happen to it and in it. Many important things have been done according to plans. Others were without planning.

Before it even became a town it was Ompoge, Emboyle, Amboyle, Amboy, Amboy Point, The Point. Later it was Amboy, New Perth, Perth, and Perth Amboy.

Not many people realize that the Mason and Dixon Line crosses New Jersey. Perth Amboy is only a fifteen minute ferry ride to New York City — that part of New York named Staten Island. This city, Capital of Colonial Jersey and the first Capital of the State, is more than 700 miles south of London, more than 500 miles south of Paris and a hundred miles south of Rome.

Some writers have held that Perth Amboy was almost all tory in the Revolution. That is not true. The town was the seat of British power in the Colony. The seat of government was here. The Royal Governor lived here, as did most of the officials of government and law. But in 1775 the men of the town formed a battalion and held military drill on High Street in preparation for war with England, if it should come. The boys organized a company of cadets and held regular drills . . . The great majority of the men and boys were from St. Peter's Church, and all this was done despite the fact that their Rector, Rev. John Preston, was Chaplain of the regiment of the King's soldiers in Perth Amboy.

A MISTAKE AND A CORRECTION

In the introduction to Volume I of this history I wrote: "Practically every written history contains errors. I have no reason to believe that this history doesn't have some."

The big error in Volume I is found on page 47 under the heading:

"SOUTH AMBOY NOT OUR SOUTH WARD"

Anyone who reads page 47 will agree that my authorities were such that they could be accepted as entirely reliable. However, Philip Costello, Perth Amboy City Clerk, has an early map and document that established the fact that at the beginning of Perth Amboy, the land area of South Amboy and Sayreville, was the South Ward of Perth Amboy.

W. C. McGINNIS Oct. 1, 1959.



PHOTO BY FABIAN BACHRACH

WILLIAM C. MCGINNIS, A. B., A. M., Ph.D.

ACKNOWLEDGMENTS

There are several people to whom I am under obligation for assistance in the preparation of the second volume of the history of Perth Amboy. First among these is my wife, Marion Boynton McGinnis. Others to whom I am indebted are: The Very Reverend Dr. George H. Boyd, Louis P. Booz, Jr., Muriel Clarey (Mrs. Francis), Philip Costello, Edward J. Dalton, M. Joseph Duffy, William V. Garretson, Howard Koons, Jeanette Koyen, (Mrs. J. C.), Grace Larsen (Mrs. Lawrence), Captain F. Loomis Kent, USN (Ret.), Assistant Director of Naval History, USN.; Howard Koons, Miss Rose and Miss Clair McCormick, Robert McNitt, Sara Miller (Mrs. Morris), Mr. and Mrs. Ole Olesen, Miss Dorothea Ramsay, John E. Sofield, Charles Stumpp, Jean Unger (Mrs. Daniel), Rev. William H. Watson, Miss Margaret Wight, Walter Gibson, C. W. Naulty, M. D.

W. C. McGINNIS,
Perth Amboy, N. J.
October 22, 1959.

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Library of Congress Catalog Card Number: 58-59829

CHAPTER I

EARLY CITIZENS

In vol. 1 of this history there is a part under the caption *Early Settlers*. Some of the names under *Early Citizens* were not included therein.

* * *

THOMAS BARTOW

One of the great men of early Perth Amboy was Thomas Bartow. He was a descendant of General Bertaut who fled from Bratagne, France, to England about the time of the massacre on St. Bartholomew's Day, A. D. 1572.

The first of the Bartow family to come to America was the Rev. John Bartow, A. M. He was born at Crediton, England in 1672. His father was Thomas Bartow, M. D. Reverend John Bartow was graduated from Christ College, Cambridge in 1692. He was inducted Vicar of Pampriford, 28 May, 1697. He accepted a call from the residents of Westchester, N. Y. and was inducted Rector of St. Peter's Church, Westchester, which he founded, 1702. In addition to service in his own parish he preached as a missionary at St. Peter's, Perth Amboy; St. Peter's, Freehold; and Christ Church, Shrewsbury. He married Helena Reid, sister of John Reid of Perth Amboy. The Rev. John Bartow owned 1,000 acres in Monmouth County. He and Mrs. Bartow were the parents of ten children, all boys. Thomas Bartow, oldest son of the Rev. John Bartow was born in Westchester, N. Y. Oct. 22, 1709 and died December 3, 1782 at Bethlehem, Pa. There is no record of when he came to Perth Amboy. He was a lawyer, and a wealthy dealer in real estate. In 1730 at the age of 21 he built one of the largest and best houses in the Capital City. It still stands at 183-185 Market Street. (See Old Houses.) In 1735 he became clerk of the Supreme Court and clerk of the Court of Chancery. In 1740 at age of 31, he became clerk of the Provincial Assembly. In 1762 he was clerk in the office of the Surveyor General. For several years he was acting Surveyor General, and in 1740 he was Commissioner of Probate. He began to buy and sell land at an early age, and acquired considerable wealth.

Thomas Bartow was a supporter of the colonies in their trouble with the mother country, but ill health prevented his taking an active part. As the armed conflict came nearer Mr. Bartow would not attend St. Peter's Church where the Rector was Chaplain of the British Regiment. He went to Philadelphia to live with his son Thomas, and later to Bethlehem, Pa.

Thomas Bartow died Dec. 3, 1782 and is buried in the Moravian Cemetery in Bethlehem. His grave is apart from the others because he was not of the Moravian faith and there was no Episcopal Church in Bethlehem. In his will, written at Perth Amboy, he left "to William Dunlap the sum of fifty pounds computed in Spanish dollars at eight shillings each."

Sources of information on Thomas Bartow: WHITEHEAD, *History of Perth Amboy; Board of Proprietors of East Jersey*; BARTOW, REV. EVELYN A. M., *Bartow Genealogy*, 1868; and *The Bartow Family in England*, 1890. Both of these booklets are owned by Francis Pierrepont Bartow of Woodbridge, N. J., descendant of Theophilus Bartow, brother of Thomas, the subject of this brief biographical sketch.

DR. JOHN JOHNSTONE

Whitehead gives an account of Scot, the ill-fated Laird of Pitlockie (page 24, *Early History of Perth Amboy*.) In 1662 Sir John Scot of Scotstarbet in Edinburgshire was one of many in Scotland who suffered for conscience sake. He refused to submit to the authority of Cromwell and was fined six thousand pounds. George Scot, the Laird of Pitlockie, was his son. On June 25, 1674 a decree was issued forbidding preaching by "Outed ministers" and the holding of meetings by them or for them. Anyone who did so or who attended such meetings was guilty of a crime. Even children were subject to imprisonment if their fines were unpaid. George Scot was fined several times for disregarding the decree, and was sent to prison twice for attending forbidden meetings. He was fined because his wife, Margaret (Lady Pitlockie), had attended a meeting. The decree provided that the minister and convocator of such a meeting "shall be punished with death and confiscation of goods." In February, 1680, the Laird was fined seven hundred pounds and imprisoned for the third time "for absence from the king's host." He was released April 1, 1684, on his agreement to leave Scotland. He wrote "The Model of the Government of East Jersey in America," which he began while in prison. He was of the nobility and was a very wealthy man. Much of his wealth was

taken from him because of his non-conformity and his political support of the common people.

Although Scot never saw East Jersey, most of the reliable information about the colony at that time, the settlers and the circumstances that attended their coming here from Scotland, is found in his work, "The Model of the Government of East Jersey in America." The New Jersey Historical Society has one copy of the original work, and it was reprinted in the first volume of the "Collections of New Jersey Historical Society."

On February 11, 1685 the Council gave Scot warrant authorization to transport "to the plantations" a hundred or more political prisoners confined at "Glasgow, Edinburgh and Stirling." Scot gave security to land them in East Jersey. By August 25th one hundred and five who had refused to take the oath of allegiance to the king were included in the company. In May he chartered the Henry and Francis of Newcastle, "a Ship of three hundred and fifty Tun and twenty great Guns, Richard Hutton, Master," and on September 10th the vessel sailed out of the harbor of Leith with approximately two hundred people on board.

Fever broke out and many died, including the Laird of Pitlockie and his wife, Lady Margaret, and her sister, Lady Aithernie. Dr. John Johnstone was in command of the direction of the voyage on the death of Scot. Scot's daughter, Euphanie, survived and later married Dr. Johnstone.

In December, 1685 the Henry and Francis anchored in the harbor of Amboy after a disastrous voyage of fifteen weeks, a voyage in which there were sickness, suffering, death, and bravery, which were never surpassed in any voyage across the Atlantic.

The vessel was freighted with a gallant band of Scots, men and women who had endured much. Some of them remained in Amboy. A considerable number settled in Woodbridge, but by far the greatest number went to New England.

On July 28, 1685 the Proprietors in England had granted five hundred acres of land in Jersey to George Scot. The Proprietors granted the petition of the Laird's daughter for the land and her husband was put in possession of the tract in Monmouth County, it not being proper that a woman should own so much property. Under the law, a woman's property became the property of her husband.

Dr. Johnstone set up the practice of medicine in New York City soon after his arrival in this country, but he soon made his

home in Amboy in a mansion that stood on the banks of the Raritan. Dr. John Johnstone was the first physician to practice medicine in Perth Amboy. It is evident that he established his home at Amboy soon after his arrival here because he was a member of the King's Council in East Jersey from 1686 to 1688. He was a member of the Council again for more than twenty years, 1604-1626. His career of political service was remarkable in that he served with distinction in both the Province of East Jersey and the Province of New York, and held important offices in both provinces at the same time. He was Mayor of New York City, 1714-1718 and member of the Governor's Council, Province of New York, 1716-1722. The East Jersey Proprietors appointed him a member of the N. Y. - N. J. Boundary Commission, 1719-20. As a member of the Board of Proprietors he signed the paper ceding the Province to the Crown in 1702. His name is first in the list of men to whom Perth Amboy's charter was given in 1718. He was a member of the Provincial Assembly from Amboy 1709-1710 and 1720-1733, and Speaker of the Assembly for ten years. He was Vestryman of St. Peter's, 1722-1728 and 1730-1731. Johnstone Street in Perth Amboy was named in his honor.

Dr. Johnstone and his wife had thirteen children:

John II, 1691-1731, lived in Monmouth County. He was a member of the N. J. Assembly for a number of years.

Andrew, 1694-1762, was born at Amboy. He was a member of the Council and the Assembly of East Jersey, and Speaker of the Assembly, and Treasurer of the Province. He was a Vestryman of St. Peter's Church 1726-1729 and 1742-1762 and Warden 1730-1741.

Lewis, another son, 1704-1773, "was a physician of the highest reputation." He was a member of the Assembly, 1738-42 and 1749-51 and vestryman of St. Peter's 1739-41 and warden for twenty years, 1742-62. His home was located at what is now the lower end of Kearny Avenue.

There were many grandchildren:

John III, 1719-59, was a member of the Assembly 1750-58. He was a colonel in the Provincial forces and was killed in 1759 at the battle of Niagara.

John Lewis, son of Dr. Lewis Johnstone, was born at Amboy but lived most of his life at Spotswood. He was a member of the Provincial Assembly, 1769-71. He was a Vestryman of St. Peter's, Amboy, 1786-87 and an incorporating Vestryman of St. Peter's Church, Spotswood, 1756.

The Johnstone family of Perth Amboy was one of the most prominent families in the history of East Jersey. On the death of Dr. John Johnstone the following obituary appeared in The Philadelphia Weekly Mercury:

“Perth Amboy, Sept. 19th, 1732. On the 7th inst. died here in the 71st year of his age, Dr. John Johnstone, very much lamented by all who knew him, and to the inexpressible loss of the poor, who were always his particular care.”

JAMES EMOTT

This gentleman, according to Whitehead, came to the Province of East Jersey “probably before the purchase by the twenty-four proprietories”. p41. He came as early as 1682, because he witnessed the will of Philip Carteret in Elizabeth Town in that year. He was the first proprietor of Long Ferry Tavern. On December 10, 1686 his name appears in the first notice of the Amboy Militia, having been appointed Lieutenant. On the same day he was appointed Clerk of the County Court and Court of Sessions. He had previously held the same offices in Essex County. Earlier in 1686 he was appointed Secretary of the Province.

Emott was a lawyer. His first appearance as an attorney was in June 1686. In 1688 he was licensed to practice law in New England, and a commission as Clerk of Peace in Middlesex and Essex counties.

James Emott became wealthy. The tavern business was profitable, and he was a successful attorney. He purchased considerable land in Essex, Middlesex, and Bergen Counties, more than eight hundred fifty acres in all. He bought two lots in Perth Amboy one from the Proprietors and one adjoining it. They were “bounded east by Market Place, west by the burying place, south by Market Street and north by Robert Hardie’s lot.” The burying place is now the site of Perth Amboy High School. There is no record of whether he built a house on this property but he owned land near the Sound in Perth Amboy and built a house on it. The earliest map shows its location. George J. Miller says, “Emott’s greatest bid for fame is as attorney for Captain Kidd in his trial for piracy.”

Ye Olde Middlesex Courts, p38.

The trial referred to by Miller must have been Capt. Kidd's trial in Boston. The Encyclopedia Britannica, Eleventh Edition, p.784 says, "He was arrested in July 1699, was sent to England and tried - - -. He was found guilty — and hanged at Execution Dock, London, on the 23rd of May 1701."

THE BRYANTS

William Bryant was born in 1684. He died in 1772 as recorded on his tombstone in St. Peter's Churchyard. There is no record of where he was born or when he came to Amboy. He was a ship owner and Captain of his own merchant ship "Joseph." His epitaph records the fact that he made 55 voyages between New York and London. Captain Bryant was one of the first owners and commanders of a ship in the American Merchant Service.

His tombstone in St. Peter's Churchyard was damaged by a ball fired from a British gunboat in the Revolution.

JOHN BARCLAY

Some writers of local history have said that John Barclay came to Amboy as one of the passengers on the ill-fated Henry and Francis that sailed from Leith, Scotland and arrived here in December 1685. Records of the Board of Proprietors show that he came to Amboy in 1688. He came to East Jersey in 1682 from Urie. The Barclays were the leading Quaker family in Scotland.

Whitehead p.42 says, that "John Barclay came to the Province about the time of the purchase by the twenty-four Proprietaries and returned to England in 1683." Whitehead records the fact (p.42) that John Barclay came again to East Jersey in 1684 or 1685. He resided at Elizabethtown, the seat of government where his brother, Gov. Robert Barclay lived. Later he lived at Plainfield before coming to Amboy, 1688.

John Barclay held many public offices. See p.32, Vol 1 of this history. He was one of the citizens to whom Perth Amboy's Charter was granted in 1718 and was the first town clerk. He was also one of the members of St. Peter's Church to whom the Church Charter was granted in 1718. He was one of the men who gave land to the church, and was one of several Quakers

who became communicants of St. Peter's. He was a Vestryman 1729-1739.

At his death a Philadelphia paper carried the following:

"APRIL 29, 1731

"PHILADELPHIA: Last week died at Amboy, John Barclay, Esq., in an advanced age, a pious man, an excellent neighbor, and of very great service to the public, but more particularly where he lived, and is very much lamented by all who knew him. He was a brother to Robert Barclay, Laird of Urie in the Kingdom of Scotland, the famous Quaker, who wrote Barclay's Apology."

John Barclay was the first town clerk, 1718. He was one of the first two wardens of St. Peter's Church, 1718. He was surveyor general and held many offices under the Colonial Government.

GARRET AND WALTER WALL

These two brothers came to Amboy sometime in 1683 or 1684. The only local record of them is that they moved to Middletown in 1685, and that James, son of John Wall, became a resident here. John Galen Wall, son of James, was a physician. He lived here and practiced here and in the surrounding countryside. His office was in his residence, The Nevill House still standing at 228 Water Street. (See Old Houses). He moved to Woodbridge about 1795 where he died January 14, 1798. He was a Presbyterian and is buried in the Presbyterian Cemetery in Woodbridge. Garret D. Wall, son of Dr. Wall, lived in Perth Amboy. He held public office for many years in Perth Amboy. He was elected Governor of New Jersey in 1829, but declined to serve. So far as I have been able to find out he is the only man who ever declined to serve as Governor of a State after elected.

THE CAMPBELLS

This family was in great disfavor with the government of Scotland. The head of the family was the Earl of Argyle. Lord Neil Campbell, the Earl's brother, a man held in high esteem by the people, was under special observation by the officers of the Crown. He was made to appear before the King's Council on 1st. August 1684, and was released after furnishing bond in the sum of 5,000 pounds that he would "confine himself to

Edinburgh and six miles about, and compare before the Council on a charge of six hours". Shortly thereafter measures were under consideration for the extinguishment of the family and Parliament passed an act requiring "all Protestant heritors" to take oaths of allegiance and supremacy. Lord Neil Campbell, to save his life, resorted to flight. He bought the East Jersey proprietary right of Viscount Tarbet. He brought with him or caused to be sent out a large number of settlers. The date of arrival is not known, but it was in the autumn or fall of 1685, because in the proprietors' minutes of Nov. 27th he is mentioned as having "newly come out", and on the 10th of December 1685, in the first notice of the Amboy Militia there is reference to a "company . . . consisting of the inhabitants of Amboy Perth, under the command of the Right Honorable Lord Neil Campbell". He was Governor of East Jersey, 1685, having been appointed shortly after his arrival. The location of his residence in Amboy according to tradition was on High Street. The tradition can be accepted as a copy of an old "map" 1684, of Amboy shows the block between High Street on the east and Back Street on the west.

The block between Smith and Market was divided into 8 lots running from High to Back (State) Street. Lord Campbell's lot was the third from Smith Street.

JOHN REID

This gentleman, a Scot, was sent over by the Proprietors in 1683 as a surveyor. He served as deputy to Rev. George Keith and John Barclay under appointments of Oct. 13, 1685 and Dec. 16, 1692. On Dec. 2, 1702 he was appointed Surveyor General. His wife came to Amboy with him, and as Whitehead says "... resided . . . becoming of some note". In a letter to a friend in Edinburgh, Sept. 1, 1684 he refers to his new town as "Amboy or Perth and one of the best places in America. For my part I never saw any so conveniently located". Mr. Reid was repeatedly a member of the Assembly. The Proprietors' minutes of December 1702 record the fact that "John Reid paid ten hard pieces of eight towards repairing the old or building a new church." (St. Peter's).

He made the earliest maps of the Province of Jersey, and in 1686 on account of his services he was given a grant of 200 acres of land in Monmouth County, on the east branch of Hope River. Some time later he made that place his residence. The New Jersey Historical Society has a facsimile of one of his maps.

MILES FORSTER

Miles Forster's name first appears in the provincial records in 1684 as deputy surveyor to William Haige, the Surveyor General. In 1687 when the Commissioners of Revenue (London) established the Port of New Perth he was appointed Collector and Receiver of the Port by Governor Donegan of New York. He was appointed Nov. 26th and sworn in Nov. 30th. The power of the New York Governor to appoint the collector for the Port of New Perth was the result of a compromise, and was granted by the East Jersey Proprietors. (See *Port* in this history.)

In 1702 Myles Forster and George Willocks "paid the Proprietors 6 pounds to pay the cost of repairing the old or building a new church". WHITEHEAD.

Mr. Forster had been a Quaker in Scotland and became a communicant of St. Peter's in 1795. The Rev. George Keith recorded in his Journal: "Sunday, Oct. 3, 1702, I preached at Amboy in East Jersey. The auditory was small, some of them my former acquaintances, and some who had been formerly Quakers but had come over to the Church particularly Miles Forster and John Barclay."

In 1702 Forster received from the Proprietors the grant of a town lot in consideration of his having built the first sloop launched at Amboy.

THE HALLS

Alfred Hall, 1803-1887, was a school teacher at 17 in Massachusetts. He was a brick manufacturer in Cleveland. He endorsed the note of a friend and as a result lost his business and all his property. He came to Perth Amboy in 1845 and lived here until his death in 1887. He is buried in St. Peter's Churchyard.

Alfred Hall came here because of the large clay deposits. He was first president of the Perth Amboy Terra Cotta Co. He was Mayor of Perth Amboy, 1864-1868, elected three times without an opposition candidate. For many years he was a member of the County Board of Freeholders. He was a man of literary ability and wrote many articles for the "Scientific American."

Mr. Hall, with his sons Edward and Eber was owner of a line of steamers running between Amboy and New York. Before the loss of his property, Alfred Hall owned a large part of the land on which Cleveland now stands.

EDWARD JULIUS HALL

Edward was the first son of Alfred Hall. He was born in Brighton, Ohio, April 2, 1828. He married Mary Hoe of New Orleans. He was in business with his father and brother. He was Mayor of Perth Amboy two times, 1857-1861. Hall Avenue was named in honor of the Halls.

CHARLES McKNIGHT SMITH, M. D.

It has been written that Smith Street was named in honor of Dr. Smith, but that was a mistake. Smith Street was a pre-Revolution street. It was so named many years before Perth Amboy received its charter in 1718. Charles McKnight Smith was born in Haverstraw, N. Y., Sept. 29, 1803. He died Feb. 3, 1864 and, with his wife, is buried in St. Peter's Churchyard. He was a prominent physician. He served as president of the N. J. Medical Society and was founder and first president of the Middlesex County Medical Society. He was Perth Amboy's first Health Officer. He was Collector of the Port, 1849-1853. He married Gertrude Parker Kearny. He lived on Market Square in the Bartow House, the home of his mother-in-law, Mrs. James Hude Kearny. Dr. Smith's office was a small one room building on the south side of the large Bartow lot. It stood until 1922. (See Old Houses).

Major James Kearny Smith, son of Dr. Smith enlisted in the N. J. Volunteer Infantry in 1861 and was in the army until 1866. He was severely wounded and was held a prisoner in Libby Prison and Belle Isle. He and his wife are buried in St. Peter's Churchyard. Their daughter, Miss Georgiana Smith is living aged 91.

CHAPTER II

OLD HOUSES IN PERTH AMBOY

THE BARTOW - KEARNY - SMITH HOUSE

This house is the oldest house in the city. It was built in 1730 by Thomas Bartow. Mr. Bartow was the classical scholar who taught William Dunlap when Dunlap was a boy 5 to 10 years old. The house was built on High Street on land that extended south from the southwest corner of High and Market Streets.

The First Baptist Church now occupies a part of the land. In 1796 James Hude Kearny, brother of Commodore Kearny bought the property. For several years it had been rented by his father Ravaud Kearny. Later it was the home of some members of the Marsh family and then of Dr. James McKnight Smith. In 1922 it was moved to the west line of the property and placed to face Market Street. It is now the home of Mr. and Mrs. John Kelly, 183-185 Market Street. Mr. Bartow lived in the house until 1776. He left Perth Amboy because he would not uphold the King's government. (*See Early Citizens.*)

That the Bartow property was a good-sized estate is shown by the advertisement in the New York Gazette:

"MARCH 4, 1776

To Be Let

"The house near the Market in Perth Amboy, wherein Thomas Bartow now dwells, with the barn and garden, and between eight and nine acres of mowing land; the premises to be entered upon immediately, or as soon as is convenient for the renter, and the lease to continue from thence to the first of April, come twelve months, or longer if desired. Any person inclining to take the lease, had best view premises, and may have part or the whole of the mowing ground, as shall be chosen."

Shortly after the appearance of the above advertisement the house was rented by Andrew Elliott of New York. He had held several important offices in that city under the Crown. He

lived here only a short time and went back to New York as soon as it was safe to do so.

THE NEVILL - WALL - KING HOUSE now the residence of George T. Woglom, 228 Water Street. The house was built in 1737 by Samuel Nevill. In this house Samuel Nevill compiled the first volume of the laws of the Province, published in 1752. From 1768 to 1776 the house was the residence of Alexander Watson, a Royalist. The State confiscated the property in 1776. It was the residence of John Galen Wall, M. D., 1785-1795, and was owned and occupied by William King for several years. Samuel Nevill was Mayor, 1738.

THE GEORGE INNESS HOUSE. This is the old stone house, with a mansard roof, on the west side of Convery Boulevard about 300 feet north of Smith Street. It was built in 1864 by Mr. and Mrs. Marcus Spring for the famous American painter, George Inness. The house still stands on its original site, which in 1864 was in that part of Perth Amboy known all over the United States as Eagleswood.

THE SWEDISH CONGREGATIONAL CHURCH. In 1850 the First Presbyterian Church built a Sunday School building on the church lot on Rector Street. In 1902 it was sold to the Swedish Congregation and moved to its present location on Gordon Street near Brighton Avenue.

Many old Perth Amboy houses have been torn down. Some of them were: The Sanford House on the west side of Rector Street a little north of the Marsh House; an old house on High Street where the King High Garage now stands. That house was built in 1743.

TAYLOR - BELL - PATERSON HOUSE. This house was a little north of Lewis Street on Kearny Avenue. It was built in 1792. Entrance to the lot was on High Street. It was torn down several years ago.

TRUXTON - LEWIS - WOODRUFF HOUSE was built about 1685 on Water Street. It is said to have been built by John Hamilton, who as President of the Council was governor, 1736-1738. The house was known as the Governors House and was occupied by several governors. It was the residence of Thomas Truxton, U. S. Navy for several years circa 1800. In 1807 he sold it to Captain Jacob Lewis, U. S. N. It was torn down several years ago. It is the site of the home of Dr. and Mrs. J. P. Ginden, 129 Water Street.

After the duel between Alexander Hamilton and Aaron Burr, fought at Weehawken, Hamilton lay for two days before his death and while he was still alive Burr's friends, realizing the feeling that was growing against him in New York, urged him to leave and go elsewhere. Burr at first would not accept the advice. His argument was that Hamilton was shot in a fair fight, in which he voluntarily had a part, but the friends warned him that to stay in New York meant death for him. Burr remained, however, for several days in a retreat to which he had gone at Richmond Hill. And then, at ten o'clock at night, Burr boarded a barge that his friends had provided for the purpose, accompanied by a friend named Swartwout and a private servant. The boat was immediately shoved off shore and the oars manned. Burr and Swartwout slept in the stern of the boat and the men, evidently knowing where they were going, rowed all night. By nine o'clock the next morning, Sunday, July 22, 1804, they were off the Perth Amboy shore, facing what has long been known as "The Bluff," and in plain view of the residence of Commodore Thomas Truxtun, which stood until 1935. Burr sent the Negro servant ashore, pointing out to him the Truxtun home and giving him a message that Burr was off shore and wanted to see the Commodore. The latter hurried to the water's edge and then saw the barge a short distance away, the men using their oars enough to keep it from drifting farther from the shore. Truxtun and his unexpected guest exchanged greetings, those from the shore being addressed to the man in the boat as Vice President, and the boat made a landing. As they walked to the house, Burr said he would like some good coffee and it was promptly promised to him, the morning's breakfast setting not having yet been removed. Swartwout had breakfast and immediately left for New York. Burr explained what he wanted, which was to be provided with means to reach Cranbury (in those days it was Cranberry). Commodore Truxtun said that such a trip would not be made on Sunday* and Burr remained as his guest that day and night. Monday morning, with his own horses and carriage, Commodore Truxtun took him to Cranbury, where he could get a stage, and make his way towards Philadelphia. He crossed the river on the Bristol ferry and made his way, unknown to his destination.

Kearny Cottage. This house, always known as the Kearny Cottage, was built in 1680 by Michael Kearny. He married Elizabeth Lawrence of Burlington, half sister of Captain James

* Truxtun was a communicant of St. Peter's. His religious scruples prevented his driving on Sunday.

Lawrence, the Navy hero, who entered the Navy as a midshipman in 1798 while still a boy living in the Kearny Cottage. This Michael Kearny and Elizabeth were the parents of Commodore Lawrence Kearny. The Commodore was born in the Cottage Nov. 30, 1789 and died there Nov. 29, 1868. James Lawrence Kearny, son of the Admiral, and last owner of the Cottage, died in 1921. The Cottage was built on 15 acres on High Street. In 1936 the Kearny Cottage Association which had been organized as the successor to the Perth Amboy History Club, took over the Cottage and the City moved it to its present location on Catalpa Avenue. It is maintained by the City. See *The Kearnys of Perth Amboy*, McGinnis, 1956.

The Thomas Marsh House, 265 Rector Street, was built about 1837. It has beautiful large columns at the front. It was used as a private school by William Warner at one time, and later as the Home for the Aged. For some time beginning in 1890 it was the home of Vittorio Ciani, the sculptor.

Second St. Peter's Rectory, 222 Water Street, built in 1815. It was originally located at 222 Rector Street. It was sold to Ira R. Tice and moved straight across to 222 Water Street in 1914. It is owned by the Tice Family.

The Westminister, 149 Kearny Ave., built in 1764-1765 by the Proprietors. It was the home of William Franklin, last of the Royal Governors. See *The Westminister*, McGinnis, 1956.

The Alfred Hall House, built by Alfred Hall on Smith Street about 1858. Now owned by St. Stephen's R. C. Church. Alfred Hall was Mayor 1863-1869.

Old House Near Corner of High and Fayette Streets former home of the McCormick family. Owned by Simpson Methodist Church.

The McCormick House, 188 High Street. It was originally located at Eagleswood, was moved to present location about 1880.

The Astor - McCormick House, razed several years ago, was on Water Street on the present Bay Side Park. It was one of John Jacob Astor's real estate investments.

Old Presbyterian Church, built 1802-1803 on site of present church. It was opened for worship Thursday, June 9, 1803. A

century later, 1902, it was moved to Catalpa Avenue and converted into three dwellings.—Church records.

The Johnson House, 72 High Street. The house is the home of Mr. and Mrs. Louis Booz, III. It was built in 1840 at the southeast corner of High and Lewis Streets. It was later owned by Charles K. Seaman. C. K. Seaman, Jr., moved it in 1916 when he built the present Seaman House in 1916 on the same site.

Old House on northwest corner of Market and Water Streets, built about 1840. For several years it was a private school. It is now a rooming house.

The Manning House, southwest corner of Market and Water Streets. For many years it housed a private school known as Miss Manning's School and as the Raritan Bay Seminary. It was the residence of Mr. and Mrs. C. C. Baldwin for many years. Now the residence of Mrs. Baldwin's daughter and son-in-law, Mr. and Mrs. Edward Garretson. It is the site of the home of John Watson, America's first noted painter.

House at 283 High Street, built by George Seaman about 1840. It is still standing and is a very well built house, with walls 16 inches thick. For several years until about two years ago it was the residence of Alton Roth, D. D. S., in which he had his office.

The Sofield House built in 1863 by John E. Sofield, grandfather of present owner, John Sofield. Original site was on Lewis Street on land through which Rector Street now goes. Robert S. Green, (Governor, 1887-1890) occupied the house as a summer home. Mr. and Mrs. Herman Plusch owned the house and lived there several years beginning about 1908. Mrs. Plusch was the former Adeline Wight of the Perth Amboy Wight family.

EDINBORO CASTLE. This was a very old house on the site of the home of former Governor Morgan Larson, 225 High Street. In 1870 the Rev. Aaron Peck, Pastor of the First Presbyterian Church and his family moved into the house. For many years it was known as the Peck Mansion. The minutes of the "Second Y.M.C.A." under date of March 6, 1892, states that "A committee was appointed to inquire into the offer of the Peck Mansion." On March 21, 1892 the minutes record the fact that

the Board voted to accept the offer of Frank Barneby, and on April 18th the Board voted to take possession. That Y.M.C.A. occupied the Peck Mansion until March, 1893. Other families that owned or occupied the old house were: the Popham, the Grinstead and the Waring families. In 1894 Thomas Langan bought it. Later the Gov. Larson house replaced it.

PACKER CASTLE. The history of the Castle appears in *History of Perth Amboy*. Vol. I.

LONG FERRY TAVERN, built in 1684, first tavern or inn. This tavern has been referred to in several Perth Amboy books.

NOE HOUSE, Water Street, still standing. It was built 1860.

ORIGINAL OFFICE OF PROPRIETORS, 53-55 Gordon Street, built in 1761. See history sketch, page 18, *History of Perth Amboy*, Vol. I.

THE LORD NEIL CAMPBELL HOUSE. There is considerable discrepancy among history writings about the location of this house. But is is safe to accept its location as having been on lot No. 3 of Plots shown on an old map, extending from High Street west to Back Street (State) between Market and Smith. Lot No. 3 has the notation, "Lord N. Campbell." King High Garage occupies a part of that lot.

FIRST ST. MARY'S RECTORY, 100 Lafayette Street. Still standing.

OFFICE OF BOARD OF PROPRIETORS, City Hall Square.

ST. PETERS EPISCOPAL CHURCH, Market and Gordon Streets.

MOSES MARTIN HOUSE, 66 High Street, 1850.

PALMER HOUSE 49 Gordon Street, 1844. Residence Mrs. G. R. Comings.

OLD COURT HOUSE, 1713. City Hall Square. Part of City Hall. Capitol Bldg. of Colony and State.

ORIGINAL FIRST PRESBYTERIAN CHURCH, 1735. Was the site of P. A. High School.

MIDDLESEX COUNTY JAIL was at 255 State Street. Built 1767.

FIRST SCHOOL HOUSE, (St. Peter's) 1763. Northwest corner Rector and Gordon. Was open to all children including slaves.

FIRST ST. MARY'S CATHOLIC CHURCH, 1844, Center St. First Catholic School in N. J., in sacristy.

ENGLISH-SEAMAN HOUSE, 1 Lewis St. Home of Mr. and Mrs. Louis Booz.

PACKER HOUSE, Smith and High Sts. Site of hotel since 1730.

SIMPSON METHODIST CHURCH, High Street, 1866. Church with town clock in tower.

STOCKS AND WHIPPING POST, 1684, CITY HALL SQUARE

Court records show that one Mary Tennant, wife of William Tennant of Perth Amboy, was indicted for the theft of sundry pieces and parcels from the house of Myles Forster "on the 29th day of August last past (1687) to ye value of five pounds against the peace of our Souveraigne Lord, The King, his Majesty and dignity, &c." Mary pleaded guilty and was taken to the whipping post in Market Square and received "upon her back nine lashes by the sherife or his order." She was also confined in the jail until security was given for her good behavior for one year and paid the court fees. The stocks and whipping post were cruel instruments for harsh and cruel punishment in Colonial days.

* * *

This is not a complete list of the old houses still standing, and it is not a complete list of the many old houses that have been removed from their places beside the streets of this old colonial town. Meager as the record, it will help to save from oblivion the names and locations of some of the houses that were the dwelling places of some who served "New Perth" in years of long ago.

CHAPTER III

SOLOMON ANDREWS, M. D., OF PERTH AMBOY

Dr. Solomon Andrews, by his own admission, was the most brilliant inventor the world ever saw, and his achievements make the statement only a small exaggeration.

Andrews, born in 1806, was a physician with great mechanical ability that led to many inventions, one of which, a padlock, brought in enough royalties to finance, build and actually fly what was the world's first steerable ship of the sky. He built several of them in the period 1848-1865. They consisted of three cigar-shaped gas bags lashed together, filled with hydrogen, which could be tilted up or down, and steered with a rudder. Contemporary accounts tell of him, soaring with and against the wind over Manhattan Island and, in one demonstration, spiraling upward two miles at a reckoned speed of 120 miles an hour or more.

Dr. Andrews was an inventive genius. He perfected twenty-four successful inventions. One was a filter to remove nicotine from tobacco, more than a century before the present day filters. Among his inventions were a gas lamp, a forging press, a sewing machine, a barrel making machine, a kitchen range, and a padlock used by the U. S. Post Office on mail bags since 1842. He had great confidence in his inventions. He put \$1,000 into an iron chest chained to a lamp post at the corner of Broad and Wall Streets, New York. He locked the chest with a combination lock of his invention, and said that any person who could pick the lock could have the money. He made more than \$30,000 on his locks.

Dr. Andrews was a successful physician. He was a prominent citizen, was health officer, Collector of the Port, and was elected Mayor of Perth Amboy three times. He had charge of building the city's first sewer.

Dr. Solomon Andrews was the son of the Rev. Joseph Bishop Andrews, M. D., who was pastor of the First Presbyterian Church, 1816-1822. Solomon Andrews in 1848 took the first steps in organizing the Inventor's Institute and completed the organization the next year.

Mrs. Johannes Koyen, daughter of the late Mayor Ferd Garretson, has in her possession three items of historic interest pertaining to Dr. Solomon Andrews. The first is a letter with envelope addressed to: "J. D. Garretson, Esq., Secretary of Mansfield Lodge, Mansfield, N. J."

The letter bears Solomon Andrews' Signature. Is is dated August 10, 1848, but the envelope is postmarked August 30. The second item is a letter from the officers of Lawrence Lodge No. 62, I. O. of O. F. The third item is a printed pamphlet on the subject of the Inventors Institute. The letter and the pamphlet read as follows:

Perth Amboy, August 10, 1848,

TO THE SECRETARY OF MANSFIELD LODGE:

Dear Sir and Brother:

I send you herewith a Circular, which you and the members of your Lodge will, no doubt, read with interest, and may consider it a bold undertaking. But having full confidence in its success, I fear no consequences.

Perhaps your Lodge, or some one or more Brothers conjointly, may feel sufficient interest in it to purchase a Lot, and by so doing, manifest the brotherly feeling which was exhibited by Jonathan to David; in which case they would not only receive the grateful acknowledgments of the subscribers, but in case of success, be identified in all after ages, with his noble enterprize.

Should any Lodge, or Brothers, remit the amount for a Lot, it will be deeded to the Lodge, Trustees, or Brothers, as they may direct.

Your ob't serv't in F. L. & T.

Solomon Andrews, M. D.

\$100. per lot until Oct.

Dear Brother:

Solomon Andrews, M. D., whose name is signed above, is Past Sec. and now V. G. of Lawrence Lodge, No. 62, of N. J., located in the city of Perth Amboy. His reputation as a scien-

tific man, and most ingenious mechanic, has long been established, and he is well known as a successful inventor. He is now 42 years of age, vigorous, active, and enterprising, entirely sanguine of success, and his statements contained in his circular on AERIAL NAVIGATION may be relied on.

It will be perceived that he asks no donations, but gives a quid pro quo, and any money invested in the lots at the prices named, will be, apart from all other considerations, a good investment. We hope to find our beloved order deeply interested in the development of so important a desideratum to the human family, and participating in this truly grand experiment. Our Lodge, although in its infancy, has secured a lot, and we would here say to the members of the order in this and the adjoining States, that this is a most desirable place to locate an institution for the education and training of the orphans,, and children of Odd Fellows, which the growing prosperity of the order will very soon demand. It is therefore proposed that such Lodges or members of the order as purchase lots, take them adjoining each other with this object in view.

EDWARD CROWELL, P. G.	}	LAWRENCE LODGE
L. D. MORSE, P. G. & Sec.		<i>Officers in</i>
L. REED, N.G.		No. 62, I. O. OF O. F.
ROBERT FREEMAN, P. Sec.		
JOEL SMITH, TREAS.		

INVESTORS' INSTITUTE

TO ALL PERSONS
INTERESTED IN THE PROGRESS OF INVENTION.

Aerial Navigation

The Inventors' Institute at Perth Amboy, New Jersey, founded by the subscriber in February, 1847, has now before it a plan for "Navigating the Atmosphere," which it is believed must succeed. This is of course an invention of no ordinary magnitude, necessarily expensive in experimenting upon, and requiring more capital than individual enterprise is likely to

furnish. It is, however, now to be attempted by the Institute, and to be put into immediate execution provided the necessary means can be realized for the purpose.

A gentleman connected with the Institute offers to appropriate a **number of valuable Lots** in this City for this important end. If these can be sold, a sufficient sum will be obtained, which added to the funds of the Institute, will justify the experiment, the estimated cost of which will not exceed \$15,000. This land lies near to and adjoining the Institute, and after reserving a lot of 250 by 290 feet for the erection of a suitable building in which to construct the Aerial Car it will leave 90 building lots 25 feet (front and rear) by 100 feet deep, and 22½ front and rear, by 150 and 200 feet deep, to be disposed of.

They will be sold in the first instance at prices below their present valuation, being first offered at prices which they will now command at auction, viz: \$100 per lot—and on the 1st day of September next, the prices will advance \$50 per lot, and so continue to advance on the 1st day of every month until all the lots are sold.

Any person, therefore, feeling disposed to forward this important invention may do so, not only without incurring any risk, even in the case of the failure of the invention, but with a certainty of profit in the present as well as increasing value of the land, and with a fair prospect of a large advance in case the invention is successful; on which result there is sufficient confidence in the parties interested to risk the whole amount of this property, worth at least \$12,000, besides the appropriation of the Inventors' Institute.

The lots to be sold lie between the Institute and the River, almost in the centre, and shortly to become the central part of the City of Perth Amboy:—a place famous for its beauty of location and richness of scenery—for its delightful sea breezes—for health—and for convenience to the City of New York, being but 25 miles distant, and four steamboats running daily at the extremely low fare of 12½ and 6¼ cents. No better sites for building can be had in the place, if anywhere in the country; and that the price is extremely low any one will be convinced by visiting the place.

This is the only appeal which will be made to the public. Real inventors have too much soul to go a begging, or to make a joint stock company to carry out their inventions, if by any possibility they can accomplish the result in a more independent way. They generally offer an interest in their inventions for the assistance they need, as Fulton and others have done—or

perhaps apply to the Government for aid when the invention is of a national character. But this "Navigation of the Atmosphere" is generally esteemed too chimerical, and no such proposition is, or will be made; although it is so far national that if it succeeds it will at once settle the doubtful question of what settles a Post Road, and the Government may relieve itself from all embarrassment in the transportation of the mails. The security here offered for the necessary capital is a substantial equivalent—a real estate basis. Perfect titles will be given, and the money will be applied to the purpose above mentioned.

The building in which the Aerial Car is to be constructed will be not less than 100 feet long, 40 feet wide, and 32 feet high in the centre, and will be erected as soon as 20 lots are sold. The work will then be commenced and will progress as fast as the means are obtained by the sale of lots, and the nature of the invention will admit.

All purchasers of lots will be allowed admission into the building during the progress of the work, but not others, except those engaged on it, on any condition.

It is expected that the Aerial Car will be completed and ready for aflight in the Spring or Summer of 1849. No description or plan of it will be here given; but we now claim the credit of having originated this method of travelling through the air, and we intend hereafter to claim the credit of being the first to develop the same, by actually navigating the atmosphere in any and every direction, with or against the wind, by means of this invention; in which the power of ascent, descent, and locomotion, contained in the machine itself, shall be perfectly under the control of the operator.

In the meantime, we challenge any person even to describe the *modus operandi* of our machine, unless he has obtained the knowledge from us.

Terms—20 per cent on the day of sale, and the balance within 20 days on the delivery of the deed. The property may be seen and other necessary information obtained by calling on the subscriber at his office in the City of Perth Amboy.

Persons at a distance by remitting the amount for a lot will have a deed executed, recorded, and sent to them by mail. There is little or no choice in the lots, being all as desirable as anyone could wish.

This will be called a visionary scheme by many who are inclined to doubt the feasibility of any mechanical invention until it is completed. And others may conclude that the in-

ventor is a monomaniac. The same was said of Watt—Arwright—Whitney—Fulton—Morse. It would be a matter of regret were there no more such.—But there are, and the Inventor Institute will have the honor of introducing them to notice.

As to the responsibility of the subscriber and the application of the money obtained by the sale of lots to the object stated, he feels assured that no doubt will exist in the minds of all who are intimately acquainted with him, and he most respectfully refers to any one or all of them.

SOLOMON ANDREWS, Pres't of I. I.

N. B.—Any information respecting varnishes suitable for permanently retaining hydrogen Gas in silk or other fabrics will be thankfully received at the Institute.

WANTED,

Two active working men to be employed in the construction of the Aerial Car. Those having some experience in the making of balloons will be preferred. To such liberal wages will be given and constant employment, as soon as the building is erected. Apply at the Institute.

Perth Amboy, July 24, 1848.

QUERIES: Are there 90 persons in the City of New York or in the United States who, having the means, have also faith enough in the possibility of Aerial Navigation, to induce them to invest the sum of \$100 each, in the experiment, and that too upon a valuable equivalent in real estate?

Or, Can there be found one or more individuals, whether speculators, inventors, or amateurs, willing to embark in this enterprize, and to furnish the capital upon the foregoing plan or on any other terms than those proposed by the Institute, even provided the practicability of the invention be shown to the satisfaction of any unprejudiced scientific person?

In short, are there any besides "poor inventors" who believe Aerial Navigation feasible?

S. ANDREWS, Pres't.

His greatest invention was his flying ship, Aereon, the first airship to fly against the wind. It was motorless. In 1849 he organized the Inventors' Institute. It was located in the old British Barracks. He made up the word Aereon, meaning "Age of Air." He was a classical scholar and liked Latin.

In 1862 Dr. Andrews went to Washington and submitted his invention of an airship to President Lincoln and Secretary Stanton. Andrews' idea was that his ship could be flown over the rebel lines into Secessia, (another word that he coined) and shorten the war. In May 1863 Aereon Number 1 was completed at a cost of \$10,000.

On June 1, 1863 the twenty-one cells that were to make the ship rise and stay in the air were filled with hydrogen, and the Aereon was pulled out of the building on to the Common behind the Barracks. Next the basket was fastened to the hundreds of small ropes. Andrews got into the basket. On signal Ellis C. Waite, Architect, and Hamilton Fonda cut the ballast ropes and Perth Amboy saw the first airship flight in history. The watchers could hardly believe what they saw. Among them were S. V. R. Paterson, Cashier of the Perth Amboy City Bank and John Wise, the famous balloonist. Other flights were made and in August Dr. Andrews flew his ship over the Sound.

On September 4, 1863 Aereon Number 1 was dragged out of the balloon house and made ready for flight. The crowd on hand was large. Reporters were present from New York. The great inventor cast off, went up a thousand feet, and headed into the wind. Later that day after several flights had demonstrated that he could fly in any direction either with or against the wind Andrews ordered the basket loose. The ship was released without a pilot. It swiftly went up. After rising about a thousand feet it went into thick clouds and disappeared forever. But when he went back to Washington his experience was typical Washington experience. He had difficulty in getting appointments. He met skepticism. A Commission was appointed. There were delays, and the plans of the airship were lost in one of the offices. On July 22, 1864 the commission made its report recommending an immediate appropriation for the ship. The report was mislaid in transit, couldn't be found, and never got to the Secretary of War. On March 22, 1865 Dr. Andrews received the final word from Washington advising him to drop the matter. The final decision was made because the war was nearly ended.

Work was started on Aereon Number 2. On May 25, 1865, with his three partners aboard, he flew Aereon 2 over Manhattan. The partners were George Trow, C. M. Plumb and G. Walter

Hill. On Fifth Avenue crowds watched the airship. The first airship ever to fly over New York landed at Ravenwood. The newspapers published glowing accounts. The New York World said, "Navigation of the air is a fixed act. The problem of the centuries has been solved." On June 5th he again flew over New York, and this time much larger crowds watched the flight. New York had the greatest traffic tie up ever known up to that time. The Aereon Number 2 landed at Oyster Bay. And that was the last flight. Banks all over the country failed, in the post war panic, and the Aerial Navigation Co. was wiped out. The doctor returned to his practice of medicine, and to his jobs as health officer and Collector of the Port.

The first airplane flown over Perth Amboy was that of Charles K. Hamilton. He flew over the city on June 13, 1910 while he was making his historic flight from New York to Philadelphia. Hamilton's rate of speed to Philadelphia was 46 miles an hour. On the return trip he averaged 51 miles.

FIRST AIR MAIL DELIVERY

On July 4, 1912 the Perth Amboy Post Office became the first post office anywhere to receive air mail. The plane was platoon equipped, owned by Robert J. Collier and piloted by O. G. Simmons. The postmaster general authorized the carrying of mail on the flight from South Amboy to Perth Amboy and designated the trip as Route No. 900,006. Mayor Ferd Garretson of Perth Amboy was a passenger and sat on two wooden cross-pieces. He held on to the struts with both hands and placed the mail bag in his lap with parts of it clasped tightly between his knees. Planes in those days had no cabins and neither flyer nor passenger was protected from the tugging wind on the trip. The flight was a brave and dangerous affair for the Mayor. He delivered the mail bag to William H. Pfeiffer and J. H. Tyrrell, Postmaster and Assistant Postmaster.

On June 30, 1919, test pilot Cyrus Zimmerman and Lieutenant William V. Garretson flew over the city, and on August 23, 1919 Lieutenant Garretson and his brother Don flew their own plane from Mineola, N. Y. and landed on the Maurer property. Col. William V. Garretson was an instructor and trainer of pilots in World War 2. He tells an interesting incident. One day a soldier came up to him and the following conversation took place: Soldier, "Major Garretson, will you take me up?" Major Garretson, "Have you ever been up?" Soldier, "I've been up many times, but I have never had the experience of landing in a plane." Major Garretson, "Say that again." Soldier, "Sir, I am a paratrooper.

CHAPTER IV

BANKS

PERTH AMBOY SAVINGS INSTITUTION

The oldest financial institution in this city is that bearing the above title.

By "An Act to incorporate the Perth Amboy Savings Institution," approved April 2, 1869, Messrs. William King, David T. Wait, Alfred Hall, Dr. Charles McKnight Smith, Cortlandt L. Parker, Marcus Spring, William Hall, Charles Anness, William H.P. Benton and James A. Gilman, of Perth Amboy; Charles M. Dally, Elias B. Freeman and J. Mattison Melick of Woodbridge, and their successors, were by the legislature of the State of New Jersey, "constituted a body corporate and authorized to conduct a savings bank business and execute such trusts as may by will or otherwise be committed to them."

The earliest loan made by the institution was that of \$500 at 6 per cent, on the property of Mr. George Ochner, on Maple street.

In September, 1899, the officers and managers were: Judge Adrian Lyon president and Mayor Charles Keen Seaman the treasurer.

Since that time the growth of the institution has been remarkable, the deposits increasing from \$350,000 in January, 1900 to \$407,000 in 1901, \$497,000 in 1902, \$608,000 in 1903, in 1904, \$700,000, 1958, \$54,000,000.

The Board of Managers — 1869:

William King	President
William Hall	Vice President
R. M. Cornell	Secretary
U. B. Watson	Treasurer

The present Board of Managers — 1958:

Harvey Emmons	James J. Harrigan, Jr.
Ernest R. Hansen	C. Harry Kalquist
John W. Kelly	Daniel P. Olmstead
Ray D. Howell	Joseph J. Seaman
Howard F. Koons	Nathan Margaretten
Thomas A. Garretson	Nicholas Post

The present officers are:

Harvey Emmons	President
Ernest R. Hansen	Executive Vice President
Richard C. Stevens	Treasurer & Asst. Secretary
John J. Kelly	Secretary & Assistant Treasurer
George C. Byrnes	Auditor

It is interesting to note that during the almost 90 years of operation only five men have served as President. William King 1869 to 1885; Eber E. Hall 1885 to 1886; Edward R. Pierce 1886 to 1899; Adrian Lyon 1899 to 1950. At the time of Judge Lyon's death he was succeeded by Harvey Emmons, now President of the bank.

The Savings Institution opened for business on July 1, 1869 occupying one room of a residence at 267 High Street. Acquired property on the corner of Smith and Rector Streets in 1872 and erected a new building. The largest area of the building was occupied by The Middlesex National Bank which failed in 1898. The third floor of the building was rented to the Masonic Order. The present building on the corner of Smith and Maple Streets was erected in 1916. Until 1934 the bank occupied one half of the building, taking over the entire ground floor at that time.

FIRST NATIONAL BANK

Following the collapse of the Middlesex County Bank in 1898 a number of capitalists got together and decided to apply to the Comptroller of the Currency for a charter for a national bank in this city. Capital was subscribed and other details were

completed, and on July 22, 1899, the application for a charter was forwarded. The bank was chartered August 23, 1899. It was capitalized at \$100,000, all paid in.

The incorporators were: Amos T. French, of Tuxedo, N. Y.; John I. Waterbury, of Morristown, N. J.; R. B. Van Cortlandt, of New York City; United States Senator John Kean, Julian H. Kean, Hamilton Fish Kean, John W. Whelan, A. F. Reitemeyer; E. D. Nugent, of Elizabeth; Congressman Benjamin F. Howell and Robert Carson of New Brunswick. Thus it will be seen that among this bank's incorporators, are numbered a United States Senator and Congressman and several other well-known men.

At this time the following directors were elected: Hamilton F. Kean, Kean Van Cortlandt & Co., Bonds & Securities, 26 Nassau Street, New York.

John W. Whelan, Secretary and Treasurer, Elizabethtown Water Co., Elizabeth, N. J.

Robert Carson, Collector of Customs, Perth Amboy, N. J.

Charles D. Snedeker, Secretary and Treasurer, Perth Amboy Dry Dock Co., Perth Amboy, N. J.

George J. Haney, Wholesale and Retail Coal, Perth Amboy, N. J.

Peter Nelson, Retired Merchant, Perth Amboy, N. J.

Albert D. Brown, Ex-Judge, Middlesex County, Woodbridge, New Jersey. This bank "folded" in 1933.

In the mid-eighteenth hundreds there was THE CITY BANK OF PERTH AMBOY. I have a five dollar bank note of that bank (given to me by Thomas Madsen) promising to "pay Five Dollars to bearer on demand". It is dated "May 1st, 1836" and is signed by the President, D. Stelle.

Later there were:

THE MIDDLESEX COUNTY BANK

Perth Amboy Savings Bank and Trust Company. The Raritan Trust Company.

FIRST BANK AND TRUST COMPANY

Organized — October 4, 1937

Directors and Officers at Time of Organization

Directors

Robert Carson	Banker
A. Clayton Clark	International Smelting & Refining Co.
Frank Dorsey	President, Dorsey Motors, Inc.
Edwin G. Fraser	Real Estate and Insurance
Jacob Greenspan	President, Greenspan Bros. Co.
Abel Hansen	Fords Porcelain Works
Axel Olsen	President, Perth Amboy Dry Dock Co.
Joseph Slutzker	Manager, The Barber Company, Inc.
Ferdinand Wetterberg	President, N. J. Wood Finishing Co.
James C. Wilson	President

Officers

James C. Wilson	President
Robert Carson	Vice President
Frank Dorsey	Secretary and Treasurer
John M. O'Toole	Asst. Secretary and Treasurer

CONDENSED STATEMENT OF CONDITION

At The Close of Business, June 30, 1959

ASSETS

Cash and Due from Banks	\$6,185,107.20
U. S. Government Bonds	9,930,781.14
	<hr/>
Municipal Bonds	\$16,115,888.34
Other Bonds and Securities	6,894,548.61
Federal Reserve Bank Stock	486,562.50
Loans and Discounts	75,000.00
Accrued Interest	15,713,631.15
Furniture and Fixtures	121,174.82
Banking House and Improvements	116,677.24
Other Assets	366,957.42
	<hr/>
TOTAL ASSETS	37,853.73
	<hr/>
TOTAL ASSETS	\$39,928,293.81

LIABILITIES

DEPOSITS:

Demand	\$20,392,985.17
Savings and Time	15,351,014.05
U. S. Government	501,138.77

TOTAL DEPOSITS \$36,245,137.99

Common Capital Stock	\$ 1,000,000.00
Surplus	1,500,000.00
Undivided Profits	257,475.06
Reserve for Contingencies	2,667.04

TOTAL CAPITAL FUNDS 2,760,142.10

Reserve for Possible Future Losses	414,604.65
Reserve for Expenses, etc.	75,785.64
Unearned Interest	422,032.19
Other Liabilities	10,591.24

TOTAL LIABILITIES \$39,928,293.81

OFFICERS, 1959

W. Emlen Roosevelt	President
Percy West	Assistant to the President
Joseph Slutzker	Vice President
Ludwig C. Lewis	Vice President
Camillo A. LaZizza	Vice President
Otto Schuster	Sec.-Treas. and Trust Officer
John A. Dudor	Asst. Vice President
John L. Ulbrich	Asst. Vice President
Robert W. Sandbeck	Asst. Vice President
Leon J. Kenna	Auditor

DIRECTORS, 1959

C. E. Allen
President, California Refining Company
Mortimer Greenspan
President, Flagstaff Liquor Company
Charles E. Gregory
Publisher, Independent-Leader, Woodbridge
August F. Greiner
Funeral Director

Dr. Joseph M. Gutowski

Physician

Dr. Armand Hammer

President, United Distillers of America, Inc.

Irving A. Hansen

President-Treasurer, Fords Porcelain Works

Lorin W. Kemp

Manager (Retired), International Smelting & Refining Co.

Charles H. Reynolds

Secretary-Treasurer, Reynolds Bros., Inc.

W. Emlen Roosevelt

President

Joseph Slutzker

Chief Consulting Engineer, Zoro-Indonesia Corp.

David T. Wilentz

Counsellor-at-Law

Counsel

Lewis S. Jacobson

David T. Wilentz

THE PERTH AMBOY NATIONAL BANK

PERTH AMBOY, NEW JERSEY

STATEMENT OF CONDITION

JUNE 30, 1958

Assets

Cash and due from Banks	\$ 2,432,074.03
U. S. Government Securities	6,052,674.65
Other Bonds and Securities	1,561,769.68
Loans and Discounts	2,500,953.75
Mortgages	5,717,963.89
Banking House	64,890.76
Furniture and Fixtures	95,110.50
Other Assets	169,443.68
TOTAL	\$18,594,880.94

Liabilities

Capital	\$ 500,000.00
Surplus	500,000.00
Undivided Profits	448,987.70
Unearned Discount	26,418.78
Demand Deposits	6,178,878.96
Time Deposits	9,143,594.54
Public Funds	1,570,073.76
Other Liabilities	226,927.20
TOTAL	\$18,594,880.94

DIRECTORS

Frederick M. Adams
 Isadore J. Bey
 Louis Garb
 David Gleiberman
 Herbert R. Rankin
 Pete Sideris
 Arthur J. Sills
 Francis R. Steyert
 Sidney Tucker
 Sidney Tucker, M. D.
 Walter Zirpolo

OFFICERS

David Gleiberman
 Chairman of the Board
 Francis R. Steyert
 President
 James G. Heidelberg
 Cashier
 Stanley E. Strickarz
 Assistant Vice President
 C. Walter Kennedy, Jr.
 Assistant Cashier
 Joseph J. Mullan
 Assistant Cashier

CHAPTER V

PERTH AMBOY PUBLIC LIBRARY

The history of the Perth Amboy Public Library is of more than ordinary interest, being a tale of persevervance and discouragement, of public spirit and of the need of such an institution in this city. The question of a public library was agitated as early as 1870. In 1888 it was established through the efforts of an association of public spirited women, foremost among whom was Miss Annie Rea Bower, whose efforts resulted in securing the donation from Andrew Carnegie for the present building. Miss Bower was for several years the matron of the Westminister, the Presbyterian Home.

The library was maintained under management of these ladies for eight years, being situated in the building at the northwest corner of Smith and Rector Streets. Miss Margaret Hart was librarian in which position she remained until a short time before the opening of the new Carnegie building.

It was decided to establish a free library in this city, under the State law, by vote of the people at the spring election in 1896. Edward W. Barnes, who was Mayor of the city at that time, appointed to serve on the library board the following gentlemen: Frank B. Morris, Edward R. Pierce, William H. Hesser, Bloomfield J. Miller and James Growney.

The members of the library board in 1902 were Dr. Francis W. Kitchel, president; Charles Snedeker, treasurer; Oswald Speir, William B. Bradley, Mayor Charles K. Seaman and City Superintendent of Schools S. E. Shull, the last two being members ex-officio. In building the new building, the entire donation of \$20,000 was used with the exception of \$88.75, showing a nicety of calculation on the part of the board.

The addition to the library was planned while Ferd Garretson was Mayor. James Bertram was Mr. Carnegie's secretary. He was an advocate of phonetic spelling. His letter to Mayor Garretson, January 18, 1915:

"HON. FERD GARRETSON, *Mayor*,
City of Perth Amboy, N. J.

"Dear Sir:

Yours of January 15 received. On the understanding that the building addition plans call for will be erected complete within the \$30,000 promised, arrangements have been made for payments as work progresses. Please communicate with Mr. R. A. Francis, Treasurer, 57 Fifth Avenue, N. Y. and he will instruct you how to apply for funds.

Very truly yours,

JAMES BERTRAM, *Secretary.*"

Books and learning were well regarded in Perth Amboy from the beginning. Charles Gordon, writing to Edinburgh under date of "March 1685" said: "Neither are we destitute of books and Clergy, for (Rev.) George Keith who arrived three weeks since, hath brought Mathematics, and, Benjamin Clarke a Library of Books to sell so that you may see that New Perth begins to be founded upon Clergy," and James Johnson, in a letter to his brother in Scotland alluded to "The Good Stationer's Shop of books at New Perth." 1685, Rev. George Keith, a missionary preached at St. Peter's and other churches. He had been a Presbyterian in Scotland, then a Quaker and finally an Anglican.

There were several homes among the early settlers in which there were good private libraries. Among the owners were Dr. John Johnstone, Thomas Gordon, John Barclay, George Willocks, Samuel Dunlap, Lord Neil Campbell, the Parkers, the Kearnys, the Farmers. Thomas Bartow, a classical scholar, had the best library. His library contained books of history, literature, and poetry in several languages. Most of the early families were well educated when they arrived here. Thomas Jefferson wrote that the New Jersey farmers were the only farmers he knew who could read books in the original Greek. But the second and third generation New Jersey people were not so well educated because they neglected education.

The present librarian is the efficient and popular Miss Anna Cladek. The library is a city institution under Parks and Public Property, Ernest Muska, Commissioner.

CHAPTER VI

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TRADE AND THE PERTH AMBOY PORT

The founders of this city evidently realized the natural advantages, afforded by its situation and surroundings, and thought it admirably located for purposes of commerce. They must also have anticipated a rapid increase in its trade and population and appreciated in advance the untold benefits which it would derive from the privileges and facilities of a port of entry. This wisdom and foresight on the part of the citizens of that day is shown by their action in regard to securing for Perth Amboy the advantages arising from its being made a port of entry.

Shortly after the beginning of 1683, they reminded the Deputy Governor that "care is to be taken that goods be not exported to New York or other places, but that all goods are to be brought to Perth as the chief staple." They met with great opposition in their efforts to make this place independent of New York in the above respect, and never relaxed their perseverance. Eventually, on August 14, 1687, their work was rewarded by an "order in Council", London. This provided that the collector of New York should allow vessels bound for New Perth to proceed here, without first entering at the former port, which up to that time had been required. This was, however, upon the condition that the government of East Jersey would allow some person or persons, appointed by them or by the Receiver General of New York, to receive the customs and imports.

The East Jersey Government gave its consent and on November 26, 1687, Miles Forster was appointed, by Governor Dongan, as "Collector and Receiver at New Perth." On Nov. 30 he was sworn into office. He was authorized and ordered to levy duties upon imports and exports similar to those levied at New York.

A few items from the list of taxable articles with the amounts levied thereon may be of interest. Among the most largely handled articles of trade, were:

On Imports

Rum, Brandy & Distilled Spirits	4 d per Gal.
Wines	L 2 per Pipe
Except Red, White & Rhine Wines	L 1 per HHD.
All other goods from Europe	2% ad val.
All other goods from other ports	12% ad val.

On Exports

Beavers	9 d.	6 Mink	9 d.
3 Dallings	1s.	4 Wolves	9 d.
4 Cats	9 d.	24 Moose	9 d.
2 Bears	9 d.	10 Raccoons	9 d.
10 Martins	9 d.	4 Fishers	9 d.
4 Coppas	9 d.	3 Otters	1s. 9d.
4 Fox skins	9 d.	24 Muskrats	9 d.
		24 Deer	9 d.

On goods sold to the Indians, per cent ad valorem, upon certain valuations. This state of affairs went on until 1694, when the Assembly of East Jersey established a Customs house here, absolutely distinct from New York.

Confusion then arose from the attempts of the two governments to enforce obedience to their regulations. Vessels were seized and other tyrannical actions practiced. A change for the better did not even come with the appointment in 1696, by the Commissioners of the Revenue in England of a separate collector for Amboy, Thomas Coker.

"The local Customs house is a paying one and well deserves the improved quarters which it will have in the new Federal building, upon which work will shortly be started. Robert Carson, the collector, is now serving his second term of four years. During his six years of service the port has increased greatly in importance."—Middlesex County Democrat, 1904.

The Collectors of the port following John Johnstone, who served from 1786 to 1789, were: John Halstead, 1789; Andrew Bell, 1800; Daniel Marsh, 1801; John Hears, 1802; Phineas Manning, 1806; Daniel Perrine, 1809; Aaron Hazard, 1812; John Brewster, 1818; Robert Arnold, 1821; James Parker, 1829; Joseph W. Reckless, 1833; David K. Schenck, 1838; Charles McK. Smith, 1841; Francis W. Brinley, 1843; Solomon Andrews, 1844; James

A. Nicholls, 1845; Charles McK. Smith, 1849; Francis W. Brinley, 1853; 1853 to 1876, Dr. Andrews, J. Lawrence Boggs, William R. Coddington and Dr. Charles McKnight Smith; Charles Houghton, 1877; 1883, Milton A. Edgar; 1885, Oliver Kelly; 1889, William T. Hopper; 1893, Benjamin F. Price; 1898, Robert Carson.

AUGUST 9, 1731

A WEEKS SHIPPING IN PERTH AMBOY

Arrivals

From New York, Captain Ball.

From Rhode Island, Captains Ogden and Wardell.

From New York, Ship Angtigua Gall, Capt. Sutcliff, from Antigua, Schooner Union, Captain Thibaut.

From Rhode Island, Sloop John, Captain Dehart.

Departures

For Galscow, Sloop Content, Captain Thonton.

For Madeira, Ship Mary, Captain Tucker.

For Rhode Island, Captains Ogden, Wardell.

For New York, Captain Sharpless.

For New Foundland, Captain Brindley.

For Madiera, Ship Snow Eagle, Captain Bloom.

For Barbadoes, Brig John, Captain Bowne.

—J. L. Kearny's Scrapbook.

Customs Service

"The Customs District of Perth Amboy is the oldest in the United States having been established in 1687, and extends along the coast of New Jersey as far as Waretown. The books of the Customs House show that on September 30, 1878, there were owned in the district 519 vessels with a tonnage of 42,537. The following statistics are interesting: Coastwise vessels entered at the port during the year ending June 30, 1878, 157; tonnage 31,296. Cleared coastwise, 56; tonnage 9,170. Entered from foreign countries 7; tonnage 1,316. Cleared to foreign countries, 119; tonnage 17,206. According to Collector Houghton the value of the exports is steadily increasing, although the Port of New York receives the benefit of the largest portion, amounting annually to over \$500,000 and represented by slate, coal, steel and iron rails, oysters, etc. These articles are shipped from here on steamers or lighters to the steamships at New York, where they are entered upon the manifests as exported thence, this district consequently losing this large credit in exports. No better evi-

dence could be given of the ability and knowledge of Collector Houghton to speak of this subject than is afforded by the fact that the President has within three days reappointed him to the office of Collector. The appointment gives general satisfaction to the business men of this section of the State." *Middlesex County Democrat*, 1878.

MARCH 8, 1758

Decline of Trade in Perth Amboy

From a letter from "Philo-Patria" to Mr. Americanus, the pen name of Mr. Samuel Nevill who published the first magazine in New Jersey under the title *New American Magazine*, at Woodbridge, N. J.

" . . . The ports of Burlington and Amboy are extremely well situated and both formerly had some trade; the growth of Philadelphia has well nigh deprived the former of its citizens and shipping; and New York the latter."

CHAPTER VII

JOURNALISM AND NEWSPAPERS

The history of early journalism in Perth Amboy is meager. At Woodbridge, however, the first press in New Jersey was established by James Parker, in 1751. In 1752 the "*Independent Reflector*," edited by William Livingston, afterward Governor of New Jersey, was printed there. In 1758 the Woodbridge press produced the "New American Magazine, for Samuel Nevill, owner and editor, of Perth Amboy.

The Middlesex County Democrat was established in 1858. It was printed in New York, by St. George Kempson, but sent out under a Perth Amboy dateline. It always was a weekly paper, and as its name implies, was strictly Democratic. There were two other weeklies in the city. The *Perth Amboy Citizen* was established by William P. O'Hara, as a strictly Democratic sheet. It was sold to John Donehue, who a few months later, sold it to the Acorn Publishing Association. It was then known as a Republican organ. A newspaper was started here in the interest of organized labor. It was known as "*The Union Courier*."

The Perth Amboy Chronicle, was published every afternoon except Sundays. It was established by Wilbur LaRoe in 1881 as a weekly paper. It later became a semi-weekly and in 1899 it was made a daily publication. It was independent in politics. It was later published by the Perth Amboy Publishing Company.

All of these publications went out of existence long ago.

The Perth Amboy Herald, an independent Family newspaper, was "Published Every Saturday Morning at the Herald Office, Front Street, under Military Hall."

The above is copied from The Herald's masthead. The paper was established August 1, 1860. The leading editorial Volume II, No. 5, Sept. 7, 1861, deals with the war. It praises the Government for the way the nation was "gathering strength for a decisive struggle with the insurgent foe."

There is a short editorial: "We understand that a Naval School is soon to be started at Eagleswood, the one formerly at Yonkers, N. Y. We hope the information may prove reliable, as a finer location . . . could not be found in the States."

A report of a Common Council meeting says: "City Clerk, Lewis V. B. Howell resigned." It also reported that he resigned as a member of the Council. George Fothergill was appointed Street Commissioner. Another editorial comment in the September 6th number says: "City Police: We believe this institution is about to be put in operation, . . . and we may look for a night watch soon."

Another Perth Amboy paper was the New Jersey Commercial Gazette and Perth Amboy Advertiser. I haven't been successful in finding out who published it. I have a copy of an 1819 advertisement in that paper:

NEW JERSEY COMMERCIAL GAZETTE AND PERTH AMBOY ADVERTISER 1819

Sales

"Real Estate, land, and personal.

One small farm, well wooded and watered in Perth Amboy.

To-morrow, April 30, 1819, at 10 o'clock will be sold at auction, at the house of the late Mrs. Margaret Dunlap, in Perth Amboy, sundry articles of household furniture, by Lewis Arnold, Auctioneer."

There were at least two other newspapers in Perth Amboy which have ceased publication. One was the "Perth Amboy Times," a copy of which, bearing the date March 12, 1859, is at the "Evening News" office. The other was the "Daily Herald," one of St. George Kempson's publications.

A history of The Evening News will appear in Vol. III.

FIRST NEW JERSEY MAGAZINE

In 1752 Samuel Nevill of Perth Amboy published the first volume of an edition of the laws of the Province, in 2 volumes, under the auspices of the Provincial Assembly. The second volume appeared in 1761. Nevill's law volumes were of great value and have served as the basis of subsequent compilers. He wrote in his home on Water Street. (See Old Houses).

In January 1758 under the nom de plume of "Sylvanus Urban" he became editor of a monthly publication published

Margaret Dunlap was William Dunlap's mother. The "small farm" was on High Street.

in Woodbridge by James Parker called "*The New American Magazine*." It was the first magazine published in New Jersey and the second in America. The first being "*The American Magazine*," Philadelphia. Only two copies of "*The New American Magazine*," are known to exist, one in the Library of New York Historical Society and one in the New Jersey Historical Society Library. Many writers for more than a century followed Nevill's example of writing under assumed names.

CHAPTER VIII

LOTTERIES

Lotteries were made legal by the legislative bodies in most of the colonies, and were used to raise money for public purposes, for churches and for the benefit of those who administered them, especially those for public purposes. Lotteries were resorted to: for raising funds for particular objects which usually were of great benefit to the public, for roads, and also for churches, and in some for the benefit of individuals. But the practice fostered the love of gain, the desire to get something for nothing, to gambling and cheating.

Watson, in his *Annals of Philadelphia*, states that the earliest mention of lotteries there was in 1720. Soon afterwards they were introduced into New Jersey. In 1730 an act was passed by the New Jersey Assembly prohibiting both lotteries and raffling because, "Their frequently having given opportunity to ill-minded persons to cheat and defraud divers of the honest inhabitants." This act referred particularly to lotteries for "goods, wares and merchandise." It was not considered to apply to lotteries for money. By 1748 there was hardly a Jersey town without a lottery, with most respectable citizens as managers. They were advertised in the New York papers. Here are only a few of the many that appeared in the press in 1748:

Elizabethtown, for building a parsonage (Name of Church not given) 1,050 pounds, 1500 tickets.

New Brunswick, to release Peter Cochran from prison, and another there for completing a church and building a parsonage.

One at Turkey (New Providence) for a parsonage.

One at Amwell for furnishing the Presbyterian meeting house — 630 pounds.

The Assembly declared that "the ends did not sanctify the means" and near the close of 1748 passed an act prohibiting any lottery within the province under severe penalties. This act failed to stop the lotteries. The words "within the province" provided a legal loophole, and New Jersey lotteries held their drawings outside the province. In 1749 the New Jersey College (now Princeton) set up a lottery for 1,500 pounds at Phila-

delphia. Others were drawn outside the province, one for repairing St. John's Church (Anglican) Elizabeth, one for Trinity Church, Newark.

In 1760 one at Bound Brook for finishing the Presbyterian Church.

In 1763 the College at Princeton had a lottery to raise 5,626 pounds in connection with the Presbyterian Congregation.

In 1764 the vestry of St. Peter's Church, Perth Amboy, authorized a lottery "to carry on the outside walls of the church as far as the end of the steeple and enclose it, and to build a spire," etc., etc.

Among the lotteries granted by the legislature immediately after the Revolution was one for the Borough of Elizabeth "to raise a sum of money for building the Court House and Jail and finishing the Academy in Elizabethtown . . . which was burnt by the enemy." Highest prize was \$500, and tickets \$1.00.

Whitehead in 1856 wrote, ". . . and doubtless in many places the system was productive of most beneficial results (however much we may deprecate it now) being realized through the agency of lotteries, which in no other way could have been obtained." Whitehead is authority for the above paragraphs on individual lotteries.

"LOTTERIES

BY SAMUEL NEVILL OF PERTH AMBOY

No debts, no cares, no party ties,
An honest heart, a head that's wise;
All these are prizes in this life,
If blessed with these, give Fortune Thanks,
Tho' all your tickets come up blanks.

—"Lines On the Many Lotteries,"

Nevill's New American Magazine, 1759.

It is 200 years since the New Jersey legislature proclaimed that "the ends do not sanctify the means." It is passing strange that there is now a recurrent demand for lotteries. The following in a New York paper, March 1959 is typical:

"STATE LOTTERY

"Wanted: Legislators in Albany who have the guts to tackle the state deficit in a really efficient fashion. Let's have a statewide lottery that would solve our financial problems. Banks throughout the state could furnish space for the sale of tickets."

CHAPTER IX

SOME MILITARY MATTERS

If Perth Amboy had had a Washington Irving, the youth of this city would long have been thrilled with stories as spine-tingling as "The Legend of Sleepy Hollow." For there were more Hessians, more red coats, and more Highlanders here than Tarrytown ever saw. Such a spinner of tales as Washington Irving would have written that on occasion the roll and crack and flash of a thunderstorm over Staten Island way is not a thunderstorm at all, but the sound and flash of a bombardment from a ghostly British gunboat. He would have written (much better than I can) that sometimes on a moonlight night a boy, with a good imagination and a knowledge of history, can hear drumbeats, the fife, and the bagpipes of Scotland's Highlanders. He will hear the rumble of wagon wheels, as young Dunlap did, the sound of marching soldiers. Sometimes he won't know whether they are the Continental or the British troops that pass in ghostly array, because each Army occupied the town in turn. General William Howe, Commander of the British Army, had his headquarters in the Proprietary House, now the Westminster, and the ships of his brother, Admiral Lord Howe, rode at anchor in Raritan Bay and transported General Howe's troops to New York when the British Army evacuated Perth Amboy.

MARCH 24, 1760

Monday last, part of the Royal, or First Regiment, embarked at Perth Amboy, in order to proceed to South Carolina; the next day, one of the transport ships got aground, in endeavoring to go out; but on Thursday morning, the wind being fair, she sailed again in order to join the others at Parmaceti Cove. And as the wind continued fair all day, it is supposed that they have proceeded on their voyage. J. L. Kearny's Scrap-book.

THE PERTH AMBOY BARRACKS

The British Barracks at Perth Amboy were authorized in 1758 at the same time that four others were authorized by Act of the New Jersey Provincial Assembly. Twenty six hundred pounds were appropriated for their construction. They were erected and furnished under the superintendence of Thomas

Nevill, Thomas Bartow, and John Smyth, all of Perth Amboy. Nevill, Bartow and Smyth were prominent in the affairs of the Colony and of St. Peter's Episcopal Church. Three other prominent Amboyans were appointed trustees for the Province to acquire the land for the Perth Amboy Barracks. When the Amboy Barracks were completed in 1759, two hundred years ago, they were put in charge of Samuel Sargent and Thomas Skinner. Each of them was paid 20 pounds per year for his services. Not long after the defeat of General Montcalm on the Plains of Abraham in 1759, General Wolf's regiment, the 47th Foot, known as Wolf's Own, was sent to Perth Amboy to occupy the Barracks. Samuel Dunlap, father of William Dunlap, was an officer in that regiment and came to Perth Amboy with it. The last British regiment to occupy the Barracks was the 47th foot which left for Boston in July 1774, and was cut to pieces at the battle of Bunker Hill.

When the Revolution broke into military action, the Barracks were seized by Captain John Conway with his New Jersey Militia. Captain Conway made an official report. It is filed among the General Sterling papers in the New York Historical Society Library. Capt. Conway lived in Woodbridge.

All the facts in the above account are found in History of Perth Amboy, 1856 by William A. Whitehead.

In an article in the April 1958 Proceedings of the New Jersey Historical Society, by Louise Bird Ralston, titled Captain Conway's Inventory, there is the following statement, copied verbatim:

"Subsequent Acts of the Assembly provided what the barracks equipment must be. Each barracks must have two substantial ladders and twenty leather buckets in case of fire. For each barracks also the Assembly authorized the purchase of bedding, blankets, firewood and other necessities. Each barracks must have a wood-yard, and the exact weekly allowance of firewood for every twelve men was carefully stated, as was the amount for the commanding officer, chaplain, surgeon, captains, and subalterns, with the guard room getting double the allowance of the subalterns. Provision by the legislature for sale and renting of the barracks in peace-time spoke of selling "sundries" and "perishable furniture."

"The librarian of the New York Historical Society has now supplied the Old Barracks Association with a photostatic copy

of Captain Conway's inventory of the Amboy Barracks on December 17, 1755: (Old Barracks Association, Trenton).

"Inventory of the Beds, Blankets and other Furniture at the Barracks of Perth Amboy Viz:

¹ "Oznabrigs	Bed Ticks	.....	87
do	Bolsters	.....	84
Blankets about	$\frac{1}{4}$ worn	.....	57
do	$\frac{1}{2}$ do	.....	96
do	$\frac{2}{3}$ do	.....	9
do	$\frac{3}{4}$ do	.....	3
Tables	.....		28
Benches or Forms	.....		27
² Hand Irons —	22 pr. for private rooms,		
	4 pr Officers	do	26 pr:
Shovels, large	15, small do 7	.....	22
Tongs large	17, small do 6	.....	23
Trammels	.....		23
Iron Pots	.....		28
do	Kettles	.....	14
Chairs	.....		34
Flesh forks	.....		19
Wooden Bowls & Platters	.....		27
do	Trenchers	.....	94
Leather fire buckets	.....		11
Iron Candlesticks	.....		9
Tubs	.....		13
Buckets, Wooden	.....		19
Cross cut saws	.....		2
Axes	.....		8
Dust Boxes	.....		9
Round Bottles	.....		9
Grindstone	.....		1

N. B. The Ticks and Bolsters are many of them much worn, Hand Irons several pair much burnt, some shovels broke, some Tables & benches without legs, several of the Tubs and Buckets falling to pieces for want of coopering, some Axes without helves, several Chairs without bottoms, and the Furniture in general in poor order; . . .Repairs of the births, glazing, mending the wood Yard and Chimneys to be swept immediately.

"I do Certify the above to be a true Estimate of the Furniture and state of the Barracks at Perth Amboy.

John Conway."

¹ Oxford Universal Dictionary: Osnabrig (F. Osnabruck in North Germany), a kind of coarse linen originally made in Osnabruck." See also George Francis Dow, *The Arts and Crafts in New England, 1704-1775* (Topsfield, Mass.), pp. 154, 155, 156, 160, 161, 168.

² Oxford Universal Dictionary, under andiron, notes spellings and-iron and hand-iron. See also Dow, p. 225.

This year, 1959, is the 200th anniversary of the completion of the British Barracks in Perth Amboy, which occupied the site of the present Grammar School. The school this year celebrates its half century of existence.

June 26, 1758, Pennsylvania Gazette.

THE GOVERNOR TRAVELS IN NEW JERSEY

From Burlington His Excellency (Governor Francis Bernard) set out early on the 24th of June for Philadelphia, to have a conference with General Forbes and Governor Denny concerning the invasion of the Indians. The next morning early His Excellency returned to Bristol, where he was attended by several gentlemen of both Provinces. From thence he dispatched two Indians with a message to the Minisinks, living on the Susquehanna, and another to the Wyoming Indians, desiring that some of them would attend the message to the Minisinks. In the evening, His Excellency went to Trenton, and the next day, being the 26th, returned to Perth Amboy, in good health, having traveled about 140 miles in very hot weather.

SEPTEMBER 15, 1774

THE TROOPS ARE MOVED ABOUT THE PROVINCES

Philadelphia: Notwithstanding the eight regiments, now at Boston, the General has thought proper to remove the Royal Irish from the City to Amboy, and (it is supposed) from thence to Boston as well as two regiments from Quebec, and it is said the troops in New York and New Jersey are to move that way in a short time; after which, if General Gage thinks his army strong enough he will rob the Americans of their lives or liberties.

On Sunday and Monday last, eight companies of the Royal Regiment of Ireland, marched from hence in two divisions for Amboy and Elizabeth Town; the other two companies being on the Mississippi. Pennsylvania Gazette.

MARCH 13, 1760

**GOVERNOR BERNARD'S SPEECH TO THE GENERAL
ASSEMBLY OF THE PROVINCE**

Gentlemen of the Council and House of Representatives met at Perth Amboy on Thursday, the 13th day of March, 1760.

"I am honoured with His Majesty's commands to the same purpose with those which I communicated to you last year; to induce you to raise with all possible dispatch, within this Government, at least as large a body of men as you did for the last campaign, and as many more as the number of inhabitants may allow, to act in conjunction with His Majesty's British troops, under the command of his commander-in-chief in America, for further reduction of Canada. . . . " New York Gazette.

JULY 28, 1774

THE REGIMENT LEAVES*

New York:—Last Tuesday, yesterday and this morning, the several detachments of His Majesty's 47th Regiment, commanded by Colonel Nesbitt, arrived in this city from their late quarters at Amboy, Brunswick, and Elizabeth-Town. Gazette.

OCTOBER 4, 1692

WAR WITH THE FRENCH*

At a council meeting held in Perth Amboy on the above date, a committee of the council and the House of Deputies were appointed to confer upon the methods of raising a tax for helping to carry on the war against the French.

A bill was passed through both houses for moderating the former act concerning the marking of horses.

MAY 12, 1760

SOLDIERS IN TOWN*

Friday last, transports fell down to Amboy, in order to take on board 400 of the Royal Scotch; They are bound for Quebec, and are to be conveyed by the Libard, Captain Drake.

NOVEMBER 8, 1773

THE FORTY SEVENTH REGIMENT IN TOWN

Next week His Excellency the General will set out for Philadelphia, to review the Royal Regiment of Ireland, commanded by Major Hamilton; and on his return His Excellency will pay the same compliment to the 47th Regiment, under the command of Lieut. Col. Nesbitt at Perth Amboy.

— N. Y. Gazette.

NOVEMBER 29, 1773

THE FORTY SEVENTH REGIMENT REVIEW

The 19th inst. His Majesty's 47th Regiment, commanded by Lieutenant Col. Nesbit, was reviewed at Perth Amboy, by His Excellency General Haldimand, commander in chief, attended by the gentlemen of the staff. The appearance of the officers and men induced the spectators to consider them as the sons of those veterans that composed the battalion whose firmness and discipline animated by the immortal Wolfe, was so eminently distinguished in the late war.

— N. Y. Gazette.

— *By J. Lawrence Kearny* —

In December 1775 two regiments of New Jersey Provincial troops were organized, a company of which occupied "The Barracks," those old buildings northwest of the Penna R. R. Station, which were partly burned not long ago.

It may be interesting to know just here that they were erected in 1759 by the Provincial Government, at a cost of \$10,000.

The space between the Barracks and the New Brunswick Turnpike was used for a parade ground. It was shaded by numerous tall poplar trees and enclosed by a high board fence.

Encouraged by the arrest of Gov. Franklin and the desertion of Amboy by a number of the tories, there was a more active display of organized resistance to British rule.

Fresh regiments of Jersey troops continued to arrive, and in April '76 the construction of earthworks was begun by the 3rd regiment.

FEBRUARY 18, 1775

Seizure of arms and ammunition imported without license from the King.

Perth Amboy 18 Feb. 1775.

TO the RIGHT HONORABLE THE EARL OF DARTMOUTH:

MY LORD:

Upon receiving your Lordship's circular dispatch of the 19th of October, I immediately gave notice to the officers of the Customs and others, of his Majesty's order in council relative to the importation of arms and ammunition, and directed the seizing of all such as should be imported into this province without license from His Majesty, or the privy Council for the purpose. His Majesty may rely that nothing shall be wanting on my part towards a punctual execution of his intentions in this respect, with the government.

I have the honour to be, with the greatest respect and regard,

My Lord, your Lordships most obedient and humble servant,

WILLIAM FRANKLIN.

New York Gazette.

NOTE: William Franklin, son of Dr. Benjamin Franklin, was the last Royal Governor of New Jersey, 1763 - 1776.

JULY 29, 1775

MOVEMENT OF TROOPS

Ships arrived since Monday last in New York. The mastship Father's Good Will, Captain Morrison; The Prince of Wales, Captain G. Bell, and Ozmond.

Transports having on board His Majesty's Regiment, which yesterday sailed again for Amboy.

JANUARY 23, 1776

Lord Stirling seized a pilot boat at Perth Amboy, and with forty men was just pushing out at 2 o'clock in the morning,

when he was joined by three other boats from Elizabethtown, with about forty men each.

They had noticed the storeship, Blue Mountain Valley, for the ministerial army in Boston had arrived at the Hook.

They took the vessel and brought her cargo into port where they unloaded her. It consisted of 107½ chaldrons of coal, 30 mundles of hoops, 100 butts of porter, 225 bags of beans, 156 sacks of potatoes, 10 casks of sauerkraut, 80 live hogs and 35 empty puncheons.

Congress gave these men a vote of thanks for their gallant exploit. J. L. Kearny's Scrapbook.

Lord Stirling had been a member of Gov. Franklin's Council. He became a general in the American Army.

War Office, Philadelphia, Aug. 28, 1776,

As there is the most pressing necessity for all the troops which are now in Philadelphia to move to Amboy, it is hereby requested that they do immediately proceed without waiting for further supply of arms.

RICHARD PETERS, *Secretary*.

Fifteen hundred of those troops were stationed at Amboy, 400 at Woodbridge, and 500 at Elizabethtown.

Whitehead, p. 333.

MARCH 15, 1780

EXCHANGE OF PRISONERS

Commissioners from the American and British armies met last week at Perth Amboy, in order to settle a general cartel for the exchange of prisoners. The commissioners on our side are Major-General St. Clair and Lieut Colonels Hamilton and Carrington. On the side of the British, Major-General Phillips and Lieut. Colonels Gordona and Norton.

MARCH 29, 1780

NEGOTIATIONS BROKEN OFF

Last Wednesday the commissioners who met at Amboy, for the purpose of settling a cartel for the exchange of prisoners of war, broke up, having effected only the partial exchange of

a few civil staff officers. It is to be hoped, however, their negotiations will tend to the general releasement of all prisoners now in the hands of the enemy, altho' the powers of the British Commissioners were inadequate in the forming of a permanent cartel.

AUGUST 7, 1780

REVOLUTIONARY WAR MOVEMENTS

We are told there are few or none of the Continental Army from Newark to Amboy, or in the vicinity of East Jersey: They having all been called away by General Washington, who we hear has crossed Hudson's River, at King's Ferry, and is now in the neighborhood of White Plains about thirty miles from New York.

CAPTAIN J. L. CROWELL'S COMPANY

In 1862 Company I, 28th Regiment, N. J. Volunteers was organized in Perth Amboy. Mayor Joseph L. Crowell who had just been elected Mayor resigned and enlisted. He was elected Captain. There were 84 men in the company, 73 from Perth Amboy and 11 from New Brunswick. The company was known as Captain J. L. Crowell's Company. The list of names of the men of the company was copied from a letter written by George A. Seaman and owned by Louis L. Seaman of Plainfield. The list was given to me by Miss Edith L. Arnold, Regent, and Mrs. G. Charles Gunderson of Ompogue Chapter, D. A. R.

CAPT. J. L. CROWELL

CO. 1, 28TH REG. N. J. V. (Civil War Soldiers)

1st Lieut. J. O. Willett
2nd Lieut. J. Fothergill
1st Sergeant J. H. Tyrrell

2nd Sergeant George Degroff
3rd Sergeant George Liddle
4th Sergeant W. R. Ayres
5th Sergeant H. Smith

Corporals

*J. Skillman
*J. Bogart
S. G. Garretson
S. James

G. F. Carter
A. Larkins
F. B. Gillman
S. Doty

Musicians

George H. Russ
A. Phillips
Parmenus Sampson
Charles Seaman
George A. Seaman
James Seguine
John Seguine
Francis Seguine
D. L. Selover
William G. Sloughter
Joel B. Smith

John H. Smith
*F. C. Squiers
William Tyrell
John D. Thompson
William Thomas
*Ezekiel Vaughn
*Garret Van Syckle
William H. Woglom
J. G. West
John H. Wilson
John Yeager

Teamster

Samuel Jamieson

Privates

Crowell Ackin
Thomas W. Allen
Charles S. Allen
James Archer
Richard Barton
Hans Bertelson
Chalkley Berry
Sam. Bashford
M. W. Brewster
*Reuben R. Breece
Edwin S. Chester
James Carr
*Abram A. Cook
*Moses B. Coleman
John Davis
William H. B. Drake
William Dubois
William Fothergill
Fas. F. Gibson
William Hart
Jeremiah Holland
John Harvey

John Hart
David Hoyt
Sam. Jacobie
Mathias Johnson
Patrick Killmurry
Alex Kant
Charles Knapp
Albert Laforge
John Larkins
Larence Mullen
Albert Martin
Albert Moorehouse
Richard Maxwell
*James F. Murry
Moses Martin
*Arthur Murphy
*James Pateman
Josiah Pateman
James Patterson
Edgar Randolph
William Randolph
Abram Rudders

Total 84 men.

(Those marked with a star are from New Brunswick, N. J.)

MAJOR DANDY POST

Major Dandy Post, No. 43, Grand Army of the Republic, was organized in the year 1880, the by-laws being adopted in 1881. It was organized with a large number of members. There are now twenty-six names on the roll.

Perth Amboy was extremely well represented in the Civil War, a large number of her sons going to the front. It was a sterling tribute to the patriotism of the city and its people, and the activity displayed by the members today is but an evidence of their zeal in the time of the Rebellion. Major James H. Dandy, after whom the post is named, was pastor of Simpson M. E. Church, this city, during the years 1854-55.

The comrades of this post served in the infantry and cavalry regiments of Connecticut, Pennsylvania, New York, Massachusetts, Wisconsin and New Jersey. More than a score of members have died since 1880. One member served in the Navy. The members who have served as commander, some for several terms, each of which is for a year, were: John H. Tyrrell, Joseph Miller, John H. Ling, Samuel G. Garretson, George R. Bunten, Charles A. Hagerty, William Durrua, William Hoppe and William H. Salmon, the present incumbent. The post supplied one Junior Vice-Commander of the Department of New Jersey. He was George R. Bunten.

J. L. Kearny's Scrap Book.

Samuel G. Garretson, one of the founders of the Post, was the last survivor of Company I. He had been Commander of Major Dandy Post for many years, and was a Past Commander of the New Jersey G. A. R. He died March 2, 1928, in the 86th year of his age. He had served as City Recorder, and was a member of Simpson Methodist Church. He was the father of Ferd Garretson (deceased). De Witt C. Garretson, prominent organist, and Miss Florence Garretson, teacher.

CHAPTER X

INDUSTRY

Perth Amboy was founded in the Seventeenth Century because of its excellent harbor. Like many other seaboard cities, however, shipping became secondary with the passage of time. Today the city is highly industrial. Here may be found huge manufacturing establishments that refine copper and silver. Chemicals, oil, wire, ceramics, carborundum, stoneware, textiles, roofing, and lead also are manufactured or processed in large quantities.

Among its major refineries are three of the largest in the United States. These are operated by Anaconda Copper, The American Smelting and Refining Company, and the United States Metals and Refining Company. Other large plants include National Lead, General Cable Corporation, Hess Oil Company and the California Oil Company (Calso).

From the labyrinth of picket fenced corridors leading out of the ferry house is Smith Street, up-ended for two blocks. The rise effectively hides the city, isolating the ferry house and its environs like a quiet fishing village. There is no clue to the industrial community just over the hill, and on the right.

From this spot near where Perth Amboy itself began, Smith Street, runs west as a traffic-burdened shopping center, flanked by two- and three-story brick buildings of jumbled architecture with stores on the street level and offices in the upper stories. The street takes on a modernity as it passes Perth Amboy's lone skyscraper, the 10-story Perth Amboy National Bank at New Brunswick Ave., and finally disappears into Keasby. Perth Amboy is the greatest shopping center in the county.

PERTH AMBOY DRY DOCK CO.

The following is a copy of an article published in 1901 by The Chamber of Commerce:

In the year 1887, when the Perth Amboy Dry Dock Company was incorporated and its directors proposed to build a floating balance dry dock of 1000 tons capacity, people shook their heads and prophesied that it would never pay, that railways were good enough and that no vessels large enough to

require such a dock would ever come to this port. Since those days there has been built a large fleet of four masted schooners, of which often a half dozen are in port at the same time, and once in a while we see one with five masts.

To afford facilities for docking these schooners and barges of about the same size, the Perth Amboy Dry Dock Company in 1898 built a second dry dock with a capacity of 2000 tons and just used it long enough to learn that it could be kept busy, when the Secretary of the Navy indicated a desire to purchase it for the use of the United States Government and it passed into their possession for use in Southern waters, being at present located at the Pensacola Navy Yard, Florida.

As the Bureau of Yards and Docks had inspected every dry dock along the Atlantic seaboard, and finally selected this one only, it speaks well for the city of Perth Amboy as a ship building center.

The company replaced this dry dock with another a few feet larger, and later added one of 500 tons capacity, so that they now have three and at times in the season find them inadequate.

The growth of this plant is only one indication of how Perth Amboy has departed from small village methods and stepped into the class of up-to-date cities.

If the reader has never seen a ship "hailed out," it would pay him to visit the Perth Amboy Dry Dock Company and see it done, as the process is quite interesting and does not take as long a time as one might imagine. At the same time he could see what practical men call an economical plant, as one steam boiler in the center of the works is made to run all three dry docks, a saw mill and machine shop, besides blowing the blacksmiths fires and heating pitch.

Some of the officers are always on the spot and are pleased to see visitors at any time. They are Mr. W. P. Runyon, president; Mr. C. D. Snedeker, treasurer, and Mr. J. D. Rankin, superintendent. It was the latter who planned and built not only the docks for this company, but several others now in use in New York harbor.

The following paragraphs are from an article in the Perth Amboy Evening News, April 25, 1959.

It was in 1899 that Axel Olsen began an association which was to continue uninterrupted until the present time. In that year he sought and obtained a job as time-keeper for the Perth Amboy Dry Dock Company.

In the following years he became a bookkeeper, purchasing agent and treasurer of the company and in 1936 was elected by the board of directors as company president. Mr. Olsen retired two years ago as president of the company but he is still a member of the board of directors.

The Dry Dock Company was founded in Perth Amboy in 1887 by John Runyon and grew from a marine railway ship repair service into one of the major dry dock operations on the east coast. The company doubled its facilities in 1918 with the purchase of the adjoining Raritan Dry Dock Company. Before and during World War I the company did extensive building of tugboats, carfloats, barges and similar vessels but since the middle 1930s it has concentrated on ship repairs of all types.

PATRICK WHITE & SONS

The firm of Patrick White & Sons was started by Patrick White in 1872. Previous to that time he was in partnership with C. O. Reed, a veteran patternmaker and one of the original inventors of the gimlet pointed screw.

The factories in Perth Amboy and vicinity at that time were few and consumers of castings only in a very small way. Compared with the gigantic industrial establishments located here at the present day they were but pigmies, but they were the forerunners of the present prosperity of our ancient city.

The men who located their factories here in the early days had faith in the City's progress and the natural advantages offset the difficulties and obstacles in their way. The number of men employed and the amount of product gradually increased until 1890 when the firm name was changed to Patrick White & Sons. A new foundry building 45 x 80 and a two-story machine shop building 40 x 90 was erected in the same year on the property at the corner of Fayette & Water Streets which provided additional room for the growing business. Since then more land has been bought and more extensions are contemplated.

The firm at the present time employs 100 men and has a weekly payroll of \$1,500 and an annual production of 2000 tons of castings.

and smelter castings of all kinds are among the chief productions of this enterprising firm.

Chamber of Commerce, 1901.

This company went out of existence years ago.

WM. H. McCORMICK

Established 1868

DEALER IN

Builder's Hardware, Ames' Shovels, Railroad Picks,
Wheel Barrows, Agricultural Implements, Machinists'
Tools, Factory Supplies, Woodenware, Rope,
Brooms, Paints, Varnishes, Glass
Cylinder and Crude Dust-Proof Oils,
Table and Pocket Cutlery, Electrical Goods
— Coal and Wood —

COAL YARD: SMITH STREET CROSSING

* * *

WM. H. McCORMICK

82 Smith Street

Perth Amboy, N. J.

This company was important in the affairs of Perth Amboy for more than six decades. Chamber of Commerce, 1901.

NOTE: A chapter on industry will be included in Vol. III.

CHAPTER XI

PERTH AMBOY POST OFFICE

John Hamilton, Governor of New Jersey and New York, 1736-1738, lived in Perth Amboy. He has the distinction of being the first man to propose and lay out a post office system for America. For his system he received a patent from the English Crown about 1694. He sold his patent to the Crown, and it was used to set up the first postal service in America. He was the son of Andrew Hamilton, governor 1692-1697. John Hamilton was one of several Presidents of the Council who became governors when vacancies occurred in the office of Governor. Andrew Hamilton was born in Scotland.

There is no record of when the mails began to be carried regularly. Whitehead, page 273, refers to Governor Andrew Hamilton "Acting as Post Master General for several years" and he tells that "Madame Knight who wrote a journal of her travels in the Colonies was about a week travelling from Boston to New York in 1704 with the postman generally as her guide."

The Amboy post office was one of the first two post offices in New Jersey. Burlington was the other. Burlington and Amboy were on the main travel route between Philadelphia and Boston and that route was the first post route in America. Letters for New Jersey were sent to Burlington and Amboy for distribution or collection.

In December 1732, the Philadelphia Mercury carried a notice that "There are a number of letters in the Post Office at Amboy for persons living in the counties of Somerset, Monmouth, and Essex."

Neither the U. S. Post Office Department nor the National Archives and Records Service has a record of the Amboy Post Office in the years before the Revolution. Whitehead, page 276, says, "The holders of the honorable office of Postmaster in Amboy, previous to the Revolution, have not been ascertained but in one instance, John Fox was the incumbent in 1751." But this statement by Whitehead is a contradiction of his statement (p 83) about the Lyell family: "David held the office of Postmaster at Amboy receiving it in 1739." Andrew Hay was Postmaster in 1733, the Post Office being in the Long Ferry Tavern. Hay was the operator of the Tavern. Advertisement in the

American Weekly Mercury of Oct. 29, 1733 advertises a public vendue at his home, and in the issues of Oct. 23 and 30, 1733 there appeared the following notice: "This is to give notice to all persons in the town and county that are indebted to Andrew Hay, Postmaster at Perth Amboy, for the postage of letters to pay the same or they may expect trouble; some having been due near four years. Andrew Hay."

Jones Ibid. p. 300.

The "near four years" indicates that Hay had been Postmaster since 1731.

FEBRUARY 4, 1711

Early Postal Regulations

An abstract from an act passed, anno nono, Annaereginae, for establishing a general post office for all Her Majesties dominions, and for settling a weekly sum out of the revenues thereof, for the service of the war and other Her Majesties occasions*** And for letter, packets, etc., to or from any places beyond the seas, according to the rates following, viz:

From New York to Perth Amboy and Burlington . . . and from each of these places to New York, and from New York to any place not exceeding 100 English miles and from each of those places to New York: Single 0.6s, double 1s, treble 1.6s, ounce, 2s.

From Perth Amboy and Burlington to any place not exceeding 60 English miles and thence back again:

Single. Os.4d, double 0.8d, treble, 1s, ounce, 1s 4d.

From Perth Amboy and Burlington to any place not exceeding 100 English miles and thence back again; Single 0.6d, double, 1s, treble, 1s, 6d, ounce 2s.

Whitehead.

On page 274, Whitehead refers to an article in a public Journal about 1720: "An account of ye Posts of ye Continent as regulated by ye Postmasters of ye Posthouse." In the article the thirteen post offices in America were: Burlington and Amboy, New Jersey; New York; New London and Stonington, Conn.; Bristol, R. I.; Ipswich, Salem, Marblehead, Newberry, Mass., "and the three great offices are at Philadelphia, New York and Boston."

The act referred to was an act in Council of the Crown in London, "Anno nono Annaereginae" was the ninth year of Queen Ann which was 1711.

In the New York Gazette, July 31, 1732, a writer states that the mails were not then established below Philadelphia. The mails between Philadelphia and Boston went once a week in summer and once a fortnight in winter. In April 1754, the schedule was changed so that the Boston and Philadelphia posts left New York on Mondays at 3 P. M. In that year the Post was placed under the supervision of Dr. Benjamin Franklin. His son William (later Royal Governor of New Jersey) acted as Comptroller. Dr. Franklin and his deputies continued in office until dismissed by the Crown in 1773. The service was greatly improved by Dr. Franklin.

In 1791, there were six post offices in New Jersey—Newark, Elizabethtown, Bridgeton, (Rahway) New Brunswick and Trenton. Amboy and Burlington were out because they were no longer on the main route. Two years later the Amboy Post Office was reestablished. On January 24, 1842, the name was changed to Perth Amboy Post Office.

The permanent U. S. Post Office at Perth Amboy was established July 1, 1793. The name was Amboy Post Office and so remained until it was changed to Perth Amboy Post Office, January 24, 1842. The mail arrived at Amboy three times a week, until 1812 when, probably through the influence of the Brighton House (Westminster) and the V.I.P.'s among the guests, it was brought in daily except Sunday. That arrangement lasted only a short time. The three times a week schedule was again in effect until 1825 when the schedule was daily except Sundays and three times a week in winter. In 1830 the "daily except Sundays" schedule was put into effect.

I have in my possession a copy of The Perth Amboy Chronicle Vol 1, No. 1, Perth Amboy, N. J., August 2, 1890. The following is part of a first page article:

AMBOY'S NEW POST OFFICE

Removed to the Corner of
Smith and State Streets.

EVERYTHING NEW AND NEAT AS A PIN

Postmaster, George H. Tice.
Assistant Postmaster, Andrew J. Tice.
Clerk, George Oliver.
Mail Carrier, Charles Humple.

Promptly at 7:30 on Friday night of last week the post-office closed for the last time at the corner of Smith and Rector streets. A few minutes later such of the paraphernalia as was needed in the new office could be seen going up Smith street on one of Mr. Redding's trucks to be placed in the brighter and more commodious quarters at the corner of State street and New Brunswick avenue.

The new postoffice is in the triangular building on the above-mentioned corner owned by Peter Nelson, which has just been fitted up "to the Queen's taste" by that gentleman at his own expense, with the assistance and through the influence and tireless energy of Postmaster Tice.

The boxes and all the fittings are brand new and of polished oak; were furnished by the Corbin Cabinet & Lock Co., of New Britain, Conn.; and put up by Mr. Farnsworth, ex-postmaster of Camden, N. Y., who is employed by that company. There are 110 lock boxes, 8 lock drawers, and 622 call boxes, of which all but a total of about 100 are already rented. There are three doors of entrance and exit from three sides of the room, besides a fourth door for immediate access to the street from the interior.

The business of the office is conducted through six windows: Money Order, Stamps, Ladies Window, Gentlemen's Window, General Delivery and Foreign Money Order and Delivery. The room is lighted by an ample number of incandescent electric lights. The postmaster has a neat private office in the north-eastern corner of the room.

The expense to Mr. Nelson of fitting up the building in its present complete manner was about \$2,000.

The postmaster gives as his reasons for desiring and seeking to effect the change an insufficiency of room in the old quarters and the westward progress of the centre of population. Fully one-half of the local business comes from west of State street, and in consequence of the removal a greater number of people are inconvenienced.

A large volume of foreign mail business is transacted at this office about one-half of the mail handled going to or coming from foreign countries.

The Money Order business amounts to from \$1,500 to \$2,000 per week.

It is a second-class office, was made so in July, 1888. The postmaster's salary is \$2,000, with an additional allowance of \$1,000 for clerk hire, \$400 for rent, and \$60 for light and fuel.

A bright new United States flag floats from a staff over the southern door of the building, placed there at the personal expense of the postmaster. It is the first flag raised over a Perth Amboy postoffice and Mr. Tice says it will continue to fly as long as his term of office continues.

PERTH AMBOY POST OFFICE, 1959

The percent of mail handled which goes to or comes from Foreign Countries:	1%
Amount of Money Order business per week:	\$42,013
The number of lock boxes:	584
The number of Regular clerks:	28
The number of lock boxes rented:	450
The number of Sub Clerks:	8
The number of Regular Carriers:	55
The number of Sub Carriers:	11
The number of Custodians	4
The number of Special Delivery Messengers	2
The number Parcel Post Trucks	6
Gross Post Receipts—	
year ending December 31, 1958	\$750,000.00
Number of employees exclusive of officers	120
Postmaster and Assistants	9

It is of interest to compare the difference between August, 1890 and August 1959 in some matters: foreign mail, number of carriers, etc. The records of the U. S. Postmasters Department and the National Archives and Records Service are not complete. The list of Postmasters beginning with John Thompson was received from the above sources except that the name of Andrew Hay, 1735 was not included. The names of Hay and the names of Lyle, Fox and Parker are found in Whitehead. It is safe to assume that there were several other postmasters whose names are not recorded here.

PERTH AMBOY POSTMASTERS

Andrew Hay	1731
David Lyle	1739
John Fox	1754
James Parker	1764

(Approximate Dates)

John Thompson	March 20, 1793
Edward K. Ball	April 1, 1795
Joseph Golding	January 1, 1796
George Wright	January 1, 1797
Robert Rattoone	January 1, 1800
Simeon Drake	October 1, 1801

(Exact Dates from now on)

Robert Arnold	June 4, 1812
Lewis Golding	March 10, 1827
James Harriot	October 23, 1830
Lewis Golding	July 1, 1841

Amboy Changed to Perth Amboy Jan. 24, 1842

Benjamin F. Arnold	July 15, 1843
William S. Russ	October 9, 1849
John Manning	April 6, 1853
Richard P. Barton	November 22, 1856
John F. Ten Broeck	April 25, 1861
John Tomlinson	February 8, 1867
Elam Sanford	April 12, 1869
John F. Ten Broeck	October 24, 1881
John F. Fothergill	December 5, 1885
George H. Tice	January 20, 1890
Cornelius P. Convery	May 28, 1894
George H. Tice	May 16, 1898
William H. Pfeiffer	July 17, 1911
Richard F. White	January 10, 1916
John F. Tyrrell	June 7, 1923
Fred P. Hanson	February 15, 1929
John J. Quinn	September 18, 1933
Edward O. Flynn (Acting)	December 31, 1954
Jacob I. Polkowitz (Acting)	May 31, 1955

Howard F. Koons	June 20, 1956
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CHAPTER XII

TRUE TALES OF PERTH AMBOY

These tales of Perth Amboy have been taken from sources listed in the biography in the front of this book. Some of them are from James Lawrence Kearny's Scrap Book; from writings of Harold E. Pickersgill or George J. Miller which did not disclose sources.

All of New Jersey is an interesting part of the United States. The geology of the State tells us some remarkable things. The Hudson River once flowed through New Jersey, as far west as Summit, and then turned southeast to the sea through a gap in the Watchung hills. And the hills of Sussex County once towered to heights that would dwarf the Rockies, only to sink beneath the sea and then be tossed high again by mighty earthquakes.

Here are fragments from the story of New Jersey's past, deciphered by geologists exploring our under-surface world. They find that the rocks containing the noted zinc deposits at Franklin Furnace and Ogdensburg date our history back at least six hundred million years. Our iron was left as sediment by great rivers pouring into the seas that have covered New Jersey from time to time. The clay and sand for our potteries and glass industry are young — probably less than fifty million years old.

Fossilized remains of crocodiles unearthed in Gloucester and Burlington Counties suggest semi-tropical periods. At least three vast ice sheets have crept down on us from the Arctic, the last one only 25,000 years ago. The dinosaur, 35 feet long, once lived here, as indicated by remains and fossil footprints. *Trachodon Mirabilis*, the duck-billed dinosaur, was one of them.

New Jersey today rests on a bed of solid rock that is on the surface in the north, and almost a mile below ground at Cape May. But this is a history of Perth Amboy and so these tales will be tales of this town.

SEPTEMBER 28, 1692

A Council Meeting in Town

At the council meeting held on the above date, Colonel Andrew Hamilton, Governor, Andrew Bowne, David Mudie, and James Dundas, the last two from Perth Amboy were present. The governor produced a commission from England for chief governor of this province which was read here, well accepted of, and he was recognized by this board as chief governor of this province.

Captain Andrew Bowne administered all the usual oaths to the members of the house of deputies.

Letter from ex-Governor Robert Hunter in London to James Alexander in Perth Amboy, 1729.

“Sir:

“In a few days I certainly embark and shall be glad to hear from you to Jamaica. (Note: Robert Hunter had been appointed Governor of Jamaica.)

“Mr. Montgomerie embarks at the same time, this comes by him and I have taken care to do you justice with him, he is a very honest gentleman but will want good advice.

“If Mr. Burnet is to part with the house at Amboy which I sold him, I should be contented to have it again at the price he paid unless he has added and improved, in that case you with Dr. Johnstone may determine.

“I shall want (when arrived) flour and bacon and such like provisions from New York which I hope you’ll take care to send me. I hope you have got to the remainder of the debts due to me that may pay the purchase mentioned or answer the charge of provisions.

“I doubt much whether your governor can get in this winter tho’ he resolved to venture. I need not ask your advice and assistance to him. I am satisfied you’ll think it is your interest to give them him in the best manner you are capable. I hope your family is well and you may always depend on the friendship of

Your obliged humble servant,

ROBERT HUNTER.”

NOTE: General Robert Hunter was Governor of East and West Jersey 1710-1719. He owned a house just south of St. Peter’s Church, which he sold to Governor William Burnet in 1720. Mr. Montgomerie mentioned in this letter was governor 1728-1731.

PHILADELPHIA GAZETTE

MARCH 20, 1728

Arrival of Gov. Hunter

On Friday last arrived at Perth Amboy, the ship *Pink Providence* in 24 days from Jamaica, Thomas Wade, master, who says Major-General Hunter was arrived there three weeks before he came from thence.

MARCH 31, 1760

A PROCLAMATION

By His Excellency Francis Bernard, Esq.; Captain, General and Governor-in-Chief in, and over the Province of Nova-Caesia, or New Jersey, and territories thereon depending in America, Chancellor and Vice-Admiral of the same, etc.

We cannot reflect on the extraordinary blessings with which God hath favoured us without a due sense of our own unworthiness: It therefore beehoves us, in the midst of joy and thanksgiving, to be mindful of our infirmities, and deprecate the wrath due to our offences. Wherefore I have thought fit to appoint, and by and with the advise of His Majesty's Council, I do appoint Friday the 25th day of April next, to be a general day of fasting and humiliation, wherein the ministers of the gospel within this Province, with their several congregations, shall prostrate themselves before the Throne of Grace humbly praying forgiveness for their manifold sins and supplicating that they may not on account thereof be deprived of the further assistance of the Divine Providence in the necessary prosecution of the war, until a just and honourable peace shall be obtained.

Given under my hand at Perth Amboy, in New Jersey, the 31st day of March, in the 33rd year of His Majesty's Reign, Anno Domini, 1760.

FRANCIS BERNARD.

JULY 27, 1695

Council Meeting in Town

Governor Hamilton, Andrew Bowne, John Inians (of New Brunswick), David Mudie (of Perth Amboy), John Bishop (of Woodbridge), James Dundas (a merchant of Perth Amboy), and Lewis Morris were present at a council held at Perth Amboy on July 27, 1695.

Francis Bernard was one of the best of the Colonial Governors, 1758-1760. Edward, Lord Cornbury was the worst. He was Governor, 1703-1708, the first of the Royal Governors.

SOME EARLY LAWS ABOUT PERTH AMBOY

(Part 19, Section 2)

August 12, 1701

The General Assembly may consist of 36 representatives to be chosen in the following manner: Two by the inhabitants householders of the City or town of PERTH AMBOY in East Jersey—but no person shall be capable of being elected a representative by the said freeholders, or afterward of sitting in the General Assembly, who shall not have one thousand acres of land of an estate of freehold in his own right within the province, for which he shall be chosen; and that no freeholder shall be capable of electing such representatives, who shall not have one hundred acres of land there in his own right of an estate free-hold; and that this number of representatives shall not be enlarged or diminished, or the manner of electing them altered, otherwise than by act of General Assembly, and the approbation of his Majesty, his heirs and successors.

That all necessary officers and courts for administration of Justice in cases criminal and civil, be established in each Province, and that one Supreme Court may be held for both Provinces, twice in every year at PERTH AMBOY in East Jersey and Burlington in West Jersey, alternately.

MARCH 3, 1708

Election of Speaker for House of Representatives

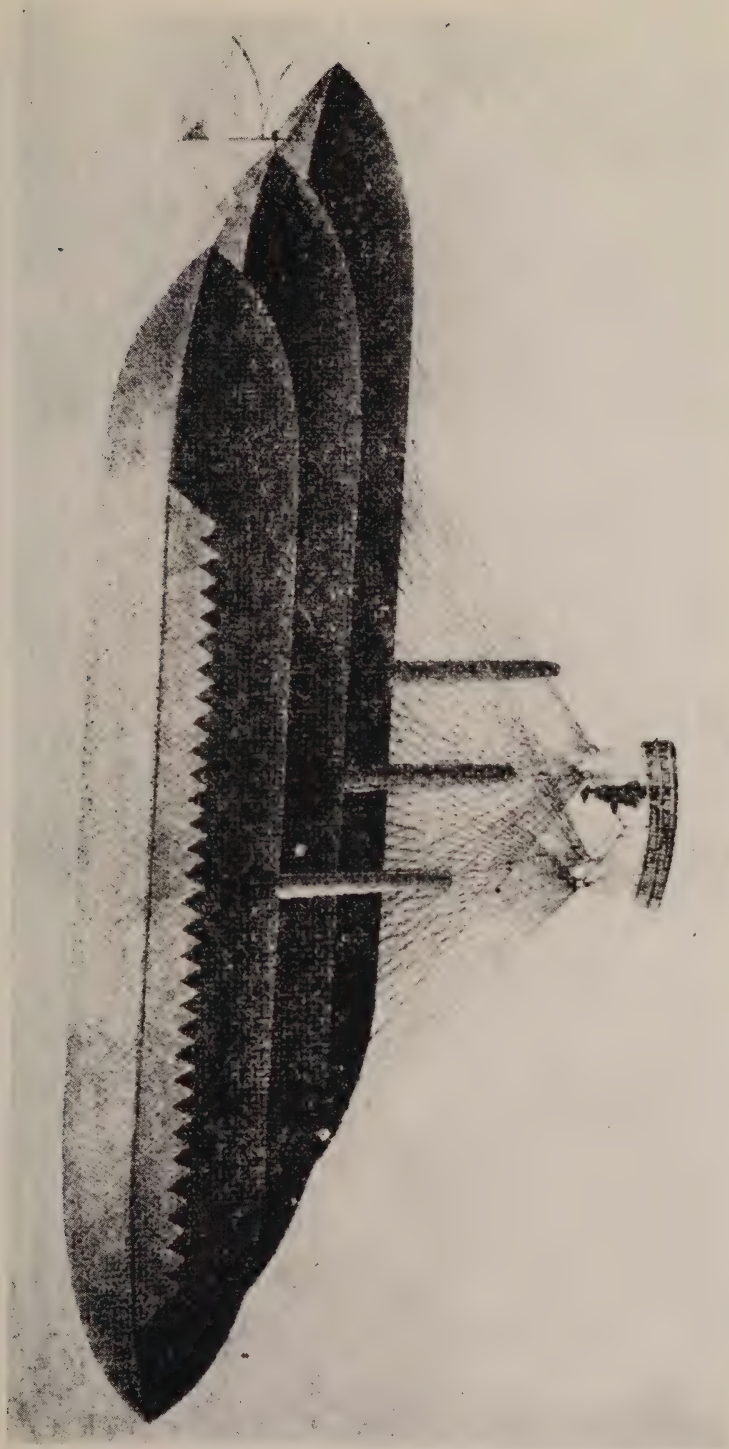
The council met here with His Excellency John Lord Lovelace presiding; Col. Richard Ingoldesby, lieutenant governor; Lewis Morris, William Pinhorne, Daniel Coxe, Peter Sonmans, Hugh Huddy, William Hall, and Col. Robert Quarry of the Council.

Cox, Huddy and Quarry took the oath appointed in place of oaths of allegiance, and supremacy and subscribed the test and abjuration oaths.

Mr. Hall signed the declarations.

Mr. Thomas Farmar, John Royce, John Harrison, Nathan Breading, Thomas Gordon, Elisha Parker, Elisha Lawrence Gershom Mott, and Benjamin Lyon took oaths as representatives.

There were also numerous Quakers who would not take the oaths but signed the declarations.



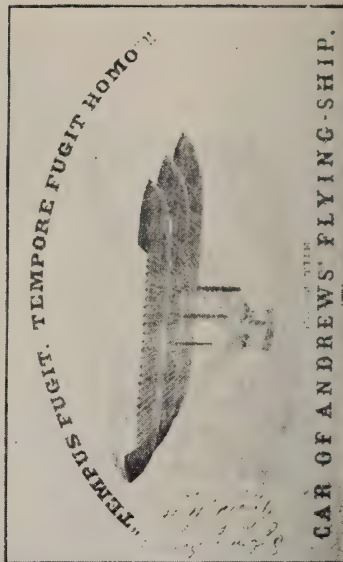
SOLOMON ANDREWS' DIRIGIBLE "AEREON"

See Pages 18-24

MADE AIR HISTORY

Here is Andrews' first airship and the first airship in the history of the world that, without an engine, could be flown at will by the pilot and travel with or against the wind. At extreme right, a souvenir card bearing names of first air passengers

of New York City. Taking off from a certain point, he cruised about in all directions and succeeded in returning to his starting place. No wonder that the new, miraculous skyship was the sensation of the day. In New York, then about one month its present size, only the War ri-



TWO

STATE OF

NEW JERSEY

No. 8704

COMMERCIAL BANK

TWO HUNDRED AND FIFTY DOLLARS

TWO HUNDRED AND FIFTY DOLLARS

50

Good for any bank in the State

See Pages 26 - 28

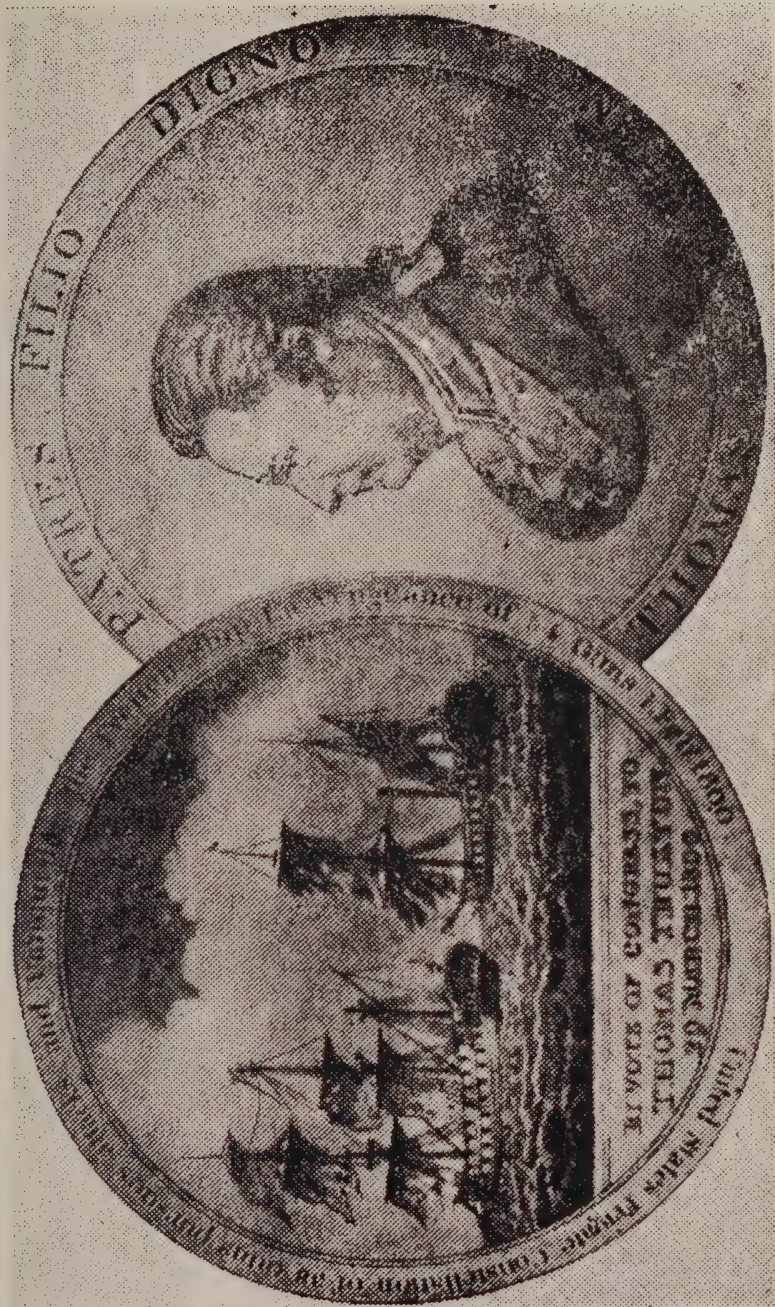


HARBOR, 1959
See Pages 35 - 38



THE LONG FERRY TAVERN

See Page 76



Capt. Thomas Truxtun of Perth Amboy was a doughty skipper in the early days of the U. S. Navy. Above are opposite sides of the gold medal struck off by order of Congress in honor of the spectacular victory of the U. S. S. CONSTELLATION over the French frigate La VENGEANCE in 1800.—See pages 84-85

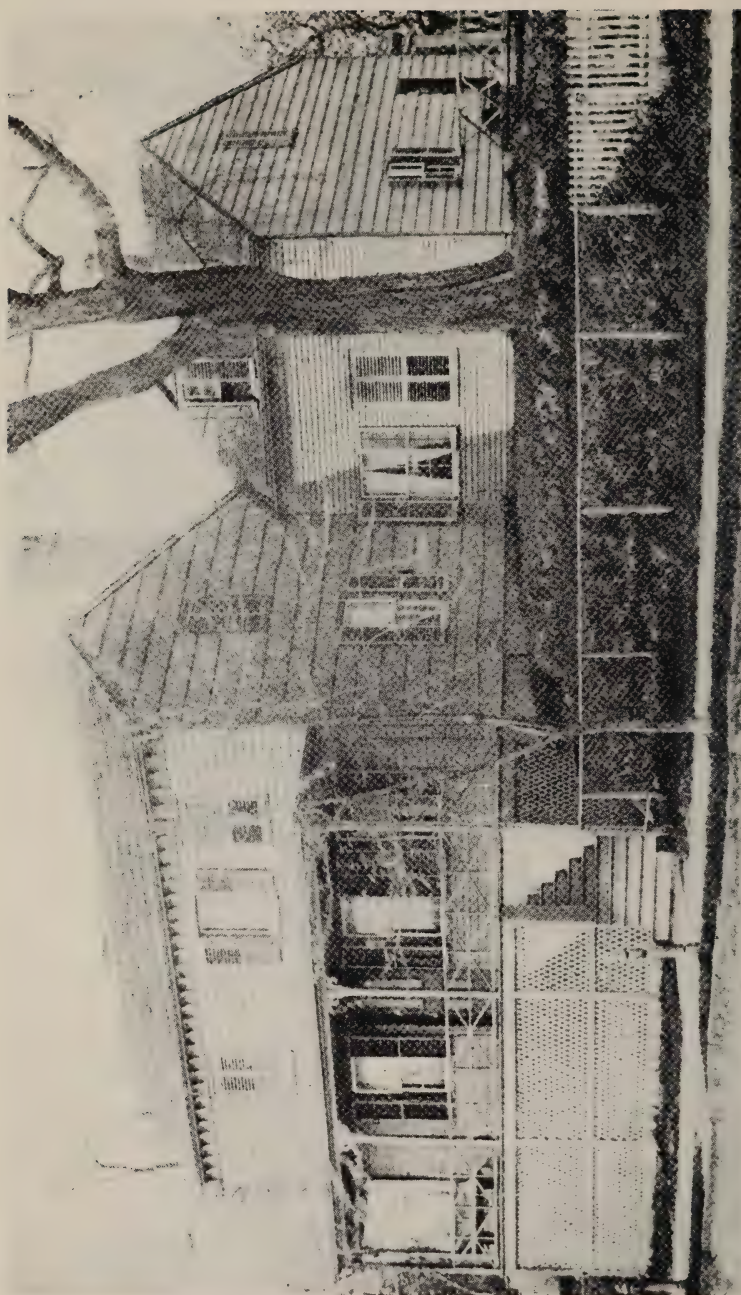


Photo by Mr. J. Lawrence Kearny.

KEARNY COTTAGE, HIGH STREET, AS IT LOOKED IN 1832.

See Pages 89 - 90

They were then directed to go and choose their speaker which they having retired immediately returned and presented Thomas Gordon (of Perth Amboy) as speaker of the House of Representatives who was approved by His Excellency.

JULY 7, 1760

A New Governor

A few days ago the commission appointed by his Excellency Thomas Boone, Esq., Governor of the province of New Jersey, and that appointed by his Excellency Francis Bernard, Esq., Governor of the Massachusetts Bay, arrived from England, where on Thursday last, Governor Boone came to the City of New York, after having waited three weeks for the arrival of the commission. His Excellency was escorted through the County of Essex by a Troop of Horse, commanded by Captain Terrel, of the Borough of Elizabeth; and through the County of Middlesex to Perth Amboy, by a Troop of Horse commanded by Captain James Parker (the well known printer) of Woodbridge.

His Excellency was met on the line of the City of Perth Amboy by the Mayor, Recorder, Aldermen, common councilmen, and all the officers belonging to the Corporation, who conducted him into town. And on Friday last his Excellency Governor Boone was qualified in Council in this city, and took upon him the powers of government. Soon after his Excellency walked in procession to the City Hall, preceded by the members of the Corporation, and attended by his Majesty's council, where his comission was published with the usual formalities.

After which his Excellency gave an elegant entertainment to the company then present. And the evening concluded with all the illuminations and other demonstrations of joy usual upon such occasions.

JULY 14, 1760

Governor Bernard's Departure

'Tis said his Excellency Francis Bernard, Esq., former Governor of New Jersey, and now Governor of the Massachusetts Bay, will tarry at Perth Amboy till the arrival of the Colony Sloop of War from Boston, which is daily expected, to carry his Excellency to his Government.

JULY 4, 1773

The Baths at Perth Amboy

The convenient Bath advertised last year is put into very good order for the reception of such as inclined to bathe in Sea-water. Several persons last year received great benefit from it. The mineral spring (similar to the German Spaw) is also in good order; which with the Bath, has been very efficacious to scorbutic and other disorders.

N. B. Genteel lodgings to be had in private families.

Copied by George J. Miller.

**SELECTIONS FROM
J. LAWRENCE KEARNY'S
SCRAP BOOK**

James Lawrence Kearny (Everybody called him Larry Kearny) was the last of the Kearnys, descendants of Michael Kearny who came to Perth Amboy in 1720. He was the last private owner of Kearny Cottage, now owned by the City.

Lawrence Kearny was a writer of ability. He wrote articles which were published from time to time in the Middlesex County Democrat in Perth Amboy, and in Newark and New York papers. The following selections from his "Scrap Book" are from those articles. They represent only a very small number of the total in the "Scrap Book". The writer is indebted to Mr. George J. Miller and Mrs. Oliver Hatfield for a considerable part of these selections.

J. L. KEARNY'S SCRAP BOOK

**An Attractive New Jersey City—From the Daily Graphic
of Friday, February 14, 1879.**

"The cork factory of William King & Co., is one of the largest and most productive in America, employing from seventy-five to 100 persons. King & Co.; import their material direct from Spain and Portugal and turn out 75,000 gross of corks per month. Their New York office is at No. 194 Water Street.

NOTE: The Baths or Mineral Springs were on the Woodbridge Road, now Amboy Avenue. Later they were called Perth Amboy Spa.

"Two large fire brick factories are in operation—that of John R. Watson, whose bricks have a reputation second to none in the United States, being manufactured of the best materials, carefully mixed and uniformly burned, and that of Hall & Sons (established 1846), who also make a superior building brick called "Buff", 150,000 of which are used in lining the interior of the new Columbia College building in New York City. But the energies of the firm are mostly devoted to the manufacture of terra cotta, for architectural use in this country. Already their productions dispute the market with the best English wares, and were pronounced superior in the Museum of Art, Boston, where both are used."

ONE DAY OLDER THAN NEW YORK

By J. L. Kearny

Of all the popular notions which have taken root and flourished in this community, none is more persistent and long-lived than that concerning the City's corporate existence. And none is harder to account for.

A newcomer to Perth Amboy, hearing of the City's antiquity naturally asks how old it is, and in about nine cases out of ten the answer is: "One day older than New York". Sometimes he is told that our City charter is dated one day ahead of that of New York.

A glance at Appleton's American Cyclopedia, which is considered to be pretty good authority, will suffice to show the lack of any foundation of the "one day older" story. New York settled, as everybody knows, about 1623, and Perth Amboy about 1681, not until 60 years later. There's no getting 'round that."

NOTE: The correct date is 1683

PERTH AMBOY. FROM THE EVENING POST,

April 26, 1884

A German laborer, while digging in a sandpit, just north of the Bruen House, uncovered an old tombstone, bearing the inscription:

"Here lies ye body of Mr. Benjamin Harrison, who departed this life February ye 26, 1731, in ye 26th year of his

NOTE: William King's cork factory was on a large lot of land through which runs King Street (named in his honor, and not as many people believe, in honor of an English King). He was Mayor of Perth Amboy. (See list of Mayors).

age." He quitted the place immediately and refused to dig there any more. "Reference to Whitehead's Contribution to East New Jersey History, disclosed the existence of an ancient graveyard at this spot, in which the bodies of many of the settlers and several of the colonial governors were buried, including William Burnett, governor of New York and New Jersey from 1720 to 1728. The headstone in question is proved, by the same authority, to be that of a son of John Harrison, who died in 1724 and who, with George Willocks, Thomas Gordon and Thomas Farmar, was a notable benefactor of the parish of St. Peter's. It was therefore moved to the graveyard of St. Peter's Church, where all the last named persons are buried, and in whose memory are erected marble tablets in the interior of the church edifice."

CONSTITUTION OR AGREEMENT

In 1665, Lord John Berkley and Sir George Carteret, sole proprietors of all New Jersey, signed and published a constitution. They named it "The Concessions and Agreement of the Lord Proprietors of New Jersey to and with all and every of the adventurers, and all such as shall settle and plant there.

Mr. Kearny wrote: "This document, says Whitehead, must ever possess great interest in the estimation of all citizens of New Jersey, containing, as it does, the germs of those Republican principles for which the state has always been distinguished and of many of the institutions which exist at the present time." By its provisions the government of the province was confided to a governor and an advisory council, to be chosen by him, and an assembly of twelve representatives to be annually elected by the freemen of the province, which assembly was authorized to legislate for the government thereof, subject to the approval of the Lords Proprietors through the governor. In the laying out of town and boroughs, the lands were to be divided into seven portions, one of which the proprietors reserved for themselves, the rest among the settlers thereon, at a yearly quit rent of one-half penny per year per acre. Each parish received 200 acres for the use and benefit of its ministers without any restriction of religious liberty to the parishioners.

The first governor under the agreement was Phillip Carteret, who immediately came over in the ship Phillip, accompanied by thirty persons and settled at Elizabethtown. He

NOTE: William Burnett was Governor of Massachusetts, 1728-1729. There is no authentic record that he was buried in Perth Amboy

soon caused the "concessions" of the Proprietors to be made public in New England and elsewhere, and offered such favorable terms to settlers that the population of the province increased largely, and it rapidly advanced in thrift and prosperity.

The 1665 constitution of New Jersey was a very liberal one. There was actual freedom of religion until East and West Jersey voluntarily surrendered their governments to the Crown. The notorious Lord Cornbury, the first of the twenty-one Royal Governors, was Governor, 1703-1708. Under his oppressive rule, the Roman Catholics were denied full religious liberty.

"J. L. KEARNY'S SCRAP BOOK

"A Memory of John Brown's Raid (From the New York Evening Post, of June 17, 1884)

"The recent endowment by Mr. Goodnow, a wealthy citizen of Worcester, Mass., of a "John Brown Professorship" in the Washburn College, a Congregational institution at Topeka, Kansas, lends a momentary but timely interest to the memory of the stirring scenes of 1859.

"Aaron D. Stevens and Absalom C. Haslett were two men who had cast their lot with old John Brown, of Ossawatimie, whose body lies smouldering in the ground amid the wilds of the Adirondack region, where he once lived in seclusion. The spot where they are buried is unknown save to a few, and still fewer are familiar with the circumstances which led to their interment there, though at that time the facts were known to a number of prominent anti-slavery men of Boston and New York. On the north bank of the Raritan River, just within the western limits of Perth Amboy, N. J., lies a tract of several hundred acres of woodland and meadow known as Eaglewood Park. It was at one time the residence of Dr. Theodore King of New York, and got its name from the fact that several pairs of eagles nested in the noble oaks that still flourish in the park.

"It is at Eagleswood that Stevens and Haslett are buried. At the top of the western bank or a ravine, which, being closed by a dam, forms the city reservoir, the stroller may come sud-

NOTE: Mr. and Mrs. Marcus Spring had a military school at Eaglewood for several years. The old seminary still stands as part of the Philip Carey plant eastward of Victory Bridge. Mrs. Spring was a patron of the arts. She built a house for George Inness, the painter. It still stands, a stone house, on Convery Boulevard.

denly upon a little sylvan burial ground, containing all told not more than six or seven graves, moss-grown, neglected, sunken, nameless, all but three. Two of these are marked by small marble headstones bearing the initials A. C. H. and A. D. S. respectively — no date of birth or death, no text; nothing to indicate the earthly status of those who sleep below, nothing of hope in the hereafter. Cedars, oaks and chestnuts are growing sparsely around them. One which has been felled lies nearly across the grave of Haslett, like him cut off in the vigor of its youth, and over all is spread a pall of dead brown leaves."

J. L. KEARNY' SCRAP BOOK

"Over The Hills to The Poorhouse.

"The building known as the Barracks, was for many years used by the late Dr. Solomon Andrews for the manufacture of locks, lamps, flying and sewing machines, steam engines and other productions of his restless inventive genius. It consists of a central edifice and wings which stand at right angles to it and form three sides of a square. Only the main building is rented by the City, the wings being tenanted by self-supporting families. It is neatly whitewashed and enclosed by a picket fence. Situated on rising ground with a southern exposure, and somewhat isolated from the built up portion of town, it is admirably adapted to its present use. But the property is held at figures beyond the means of the corporation, and will probably be sold 'ere long to other parties, when the City will be obliged to build a poorhouse on its own piece of ground, of which it owns at least one piece eligible for a site. This is the old Presbyterian burying ground on State Street opposite the Public School. But sufficient unto the day is the poorhouse thereof.

ALONG SHORE

"Keeping each other company at Slaughter's are three canal boats, three skiffs and a sloop "Oregon" owned by Mr. Charles Keen, which is lying in good order along side of some piles, waiting for the next southeaster. You can always tell when

NOTE: About 1900 the bodies of John Brown's men were taken from the grave on the north side of Smith Street, just west of what was then the water works pond, and carried to North Elba, New York. The names of the two men, Aaron D. Stevens and A. S. Haslett, are on a large boulder at the John Brown North Elba home, which has been made a lasting memorial to John Brown.

there has been a storm by seeing Mr. Keen and his men at work repairing the "Oregon." At such times you are liable to meet him in his buggy, carrying enormous planks or heavy pieces of iron-work across his knees or on the dashboard, holding fast to them with one hand and driving with the other.

"The next wharf belongs to the Camden & Amboy (or Pennsylvania Railroad) Company, and is in good repair. Here Mr. J. M. Weldon, commonly called "Mart" has kept an oyster stand for a quarter of a century. His stews were at one time noted for their excellence (they are good now) and he must have made a pile of money in the business. In fact, he says he has, but somehow or other he is not yet able to retire. "Why," said he to me, "if the money I've made and lost here was lyin' there on the floor you wouldn't believe your eyes. No, you wouldn't! And I'm poorer now than I was 20 years ago. Yes, I am!" Thirty years ago, he told me, there wasn't a dock or a bulkhead between him and the Long Ferry. I learned a bit of history from him also that is worth recording, in reference to the Camden and Amboy wharf here."

CHAPTER XIII

EARLY TRAVELING FACILITIES

As may be easily realized, in the early days people of this part of the country had great trouble in getting from place to place. It was a long time before stage routes were established and even after that it was no easy matter to make trips to New York, Philadelphia and other places. Even in 1816, persons leaving New Brunswick for New York at six o'clock in the morning were off Amboy at nine and two hours later, if all went well, had reached Elizabethport, then called Elizabeth-town Point. By one o'clock they reached New York, if there had been no delay, the trip taking seven hours and benign made by what was then regarded as a great invention, a steamboat.

The Indians had a path that they followed when on the move and it ran from Shrewsbury River to Minisink Island in the Delaware River. It skirted the southern shore of Raritan Bay, passed where Middletown now is, and crossed the Raritan River about three miles above Perth Amboy. From there it went to a point about five miles west of Elizabeth and then turned in a northwesterly direction and continued to Minisink, which was near the extreme northwest point of New Jersey.

What was called a ferry boat was set in operation in 1684 to run between Amboy and New York. This was the second ferry in this part of the country, for one had been established in 1669 for the purpose of affording the people of Bergen means of crossing the Hudson and doing business with New Amsterdam.

The Long Ferry and Long Ferry Tavern were established in 1684 by order of the Proprietors. They were at the foot of High Street. First proprietor of ferry and tavern was the eminent James Emott. In 1729 they became the property of St. Peter's Church by the will of George Willocks. In 1735 the Amboy Post Office was in the tavern, Andrew Hay, Postmaster. The Long Ferry went directly from Perth Amboy to South Amboy and was used by travelers from New England and New York going to Burlington and Philadelphia.

In April 1707, the Provincial Assembly complained to Lord Cornbury, the first Royal Governor, that certain persons had been granted the sole right to use the road from Burlington

to Amboy for a number of years and that as a result there was an absence of that freedom which trade and commerce ought to have. Cornbury's reply was: "At present, everybody is sure, once a fortnight, to have an opportunity of sending any quantity of goods, great or small, at reasonable rates, without being in danger of imposition." He told the Assembly that "by this means and no other trade has been carried on between Philadelphia, Burlington, Amboy and New York."

Lord Cornbury was an unpopular governor. Shortly after the end of his term of office in 1708, the road was open to competition and its use was increased.

THE STATEN ISLAND FERRY

In 1719 George Willocks and his wife had ferry rights to Staten Island. The landing was just north of Smith Street. In 1860 the present Staten Island Ferry was established to make connections with the Staten Island railroad.

In the Middlesex County Clerk's office there is a manuscript volume of "Minutes of the Middlesex County Courts" for the period 1683-1720. The last eleven pages of that ancient volume are a record of the acts of the Commissioners of Roads of Middlesex County. Under date of June 14, 1705 there is reference to a road, "The same that was laid out in Governor Lowry's time, and from Amboy ferry leading to Burlington, by South River to Cranbury Brook and so forward."

STEAM BOATS

"The New York Evening Post for May 10, 1825 carried the following: The steam boats Thistle and Bellona leave the north side of the Battery every day (except Sunday) at 6 o'clock and 11 o'clock A. M. for Elizabethtown, Perth Amboy and New Brunswick; and leave New Brunswick for New York, touching at Perth Amboy and Elizabethtown, every day (except Monday) at $\frac{1}{2}$ past five o'clock A. M. and every day (except Sunday) at 2 o'clock P. M.

The elegant hotel, Bellona Hall is connected with these boats, where travellers can be well accommodated, and horses kept at low rates."

NOTE: "Lowry" is a misspelling of the name of Governor Gawen Lawrie, 1683.

In 1697 John Inian and his wife were given ferry rights across the Raritan at New Brunswick and it was stipulated the rights would be vested in the survivor of the two. A man named Arthur Stimson was granted the right to operate between Amboy and Navesink in 1700 and for fifteen years thereafter.

HOTELS IN THE OLD DAYS

When a ferry was established in 1684, it was known as the "Long Ferry", to distinguish it from the shorter ferry to Staten Island, and the establishment of the ferry was quickly followed by the erection of what was to be known for nearly if not quite two centuries as the Long Ferry Tavern. It was a commodious structure, two and a half stories high, and quickly became the resort of those who sought the spot. Whitehead says:

"Where grey-beard mirth and smiling toil retired,
And village statesmen talked with looks profound."

This was Perth Amboy's first public house. There was originally and for a long time a beautiful grove of trees to the west of it which soon became a popular resort. Young and old alike used it, the shady walks being very attractive, and it was called "Love Grove."

For a time there was an opposition resort on the opposite side of High Street, but it did not amount to much. Before the Revolution the Long Ferry was kept by a man named Carnes, a man of such stature that when children asked the meaning of the word "giant" they were told that it meant such a man as Carnes. George Willocks gave the Tavern to St. Peter's Church with a tract of land in 1729.

At Smith and High Streets, where the Packer Hotel now is, there has been a hotel, tavern or inn since 1692. At that time a man named John Hicks had it and at the time of the Revolution one of the Hicks family, several members of which were hotel keepers, was there. He was Whitehead Hicks. James Rivington, the New York Tory printer, advertised that his newspaper could be purchased at Hicks' tavern in Amboy. Other hotel keepers were Andrew Hay, who was so engaged in 1730, Elijah Dunham, John Thompson, Robert Rattoone, and Andrew Bell.* There were public houses along the sound shore, even in the early days, but critical observers said they were really only ferry houses.

In 1761 it was found that the tides of the Raritan were encroaching upon the Long Ferry property and St. Peter's Church, which then owned it, decided that a wharf, properly placed and constructed, would preserve the bank upon which the hotel stood and funds were appropriated for that purpose. It was 1765 before the wharf was constructed and the work must have been of a very inferior quality, for by 1770 it was necessary to make extensive repairs which required three months and cost thirty-five pounds, paid to a contractor named James Morgan.

FIRST RAILROAD

John Stevens was named Treasurer of Perth Amboy in the charter granted by King George I, August 24, 1718. He was a vestryman of St. Peter's Church 1718-22, 1726-30, 1749-52, and Warden of St. Peter's 1722-25. This John Stevens was the first New Jersey head of the Stevens family which later lived in Hoboken and founded Stevens Institute, one of the great technical colleges in the country.

Colonel John Stevens, illustrious engineer, built and demonstrated the first American-produced locomotive in 1825 at his Hoboken home, where Stevens Institute now stands. He predicted speeds of 20 to 30 miles an hour on the rails to make canals obsolete for transporting freight. Colonel Stevens' two sons headed New Jersey's first railroad, the Camden and Amboy, second in the country to use steam power. Their line's first run was made November 12, 1831, over some 3,500 feet of track near Bordentown. Madame Murat, wife of the exiled French Prince Murat, daintily picked up her skirts to lead a hesitant group of dignitaries on board for the trial trip and a shower of smoke and cinders.

American locomotive building centered in Paterson for many years. There were 1,154 produced there in the first two decades of the industry, pulling trains on most of the early lines here and being exported to Europe and South America. The first Paterson locomotive, named the Sandusky, was completed October 6, 1837 and was shipped to Ohio, where the Mad River and Lake Erie Railroad awaited its arrival before building track, to be sure rails and wheels would fit together.

Always a major crossroads of American transportation, New Jersey today has more railroad track per square mile than any other state.

* All of these men were prominent in Perth Amboy history.

In 1959 one of the big problems facing the New Jersey people and the legislature is transportation, and the greatest part of that problem is the matter of commuter transportation between central and north Jersey to and from New York. Railroad trains in very large numbers have been discontinued.

The Camden and Amboy ran its last train in October, 1959, and went out of existence.

CHAPTER XIV

PERTH AMBOY AND THE NAVY PERTH AMBOY AND THE NAVAL ACADEMY

The U. S. Naval Academy at Perth Amboy? In 1826 the Maryland House of Delegates sent a resolution to Congress concerning the location of the proposed Naval Academy. The resolution pointed out "the superior advantages which the city of Annapolis and its neighborhood possess." The resolution urged the selection of Annapolis for the establishment of the Academy. Other areas presented their advantages as sites: St. Louis, Norfolk, Memphis, Washington, Governor's Island, New London, and Perth Amboy.

Perth Amboy's claim that it had the best site for the Naval Academy was based on its location near the open sea, but with a land-locked bay where an enemy fleet could not enter, plenty of room in Raritan Bay, the Arthur Kill, and Raritan River; and plenty of available land.

The arguments used by members of Congress to defeat all attempts to found a Naval Academy for nearly half a century were ridiculous, even at that time, and except for the official record it would be hard to believe that they were made by members of Congress. Two days before his death George Washington had recommended the Academy in a letter to Alexander Hamilton, who was the originator of the Naval Academy idea. President Jefferson later recommended it to Congress.

Senator Smith of South Carolina in a speech said: "The fame of Julius Caesar, and his victories, are in the mouths of everyone, yet Julius Caesar was not reared up in a Military Academy."

Senator Macon of North Carolina said: "The greatest fool I ever knew was the greatest classical scholar." He said that most of the greatest naval commanders were uneducated. And he argued that the graduates of a Naval Academy would plunge the nation into war, and wailed, "Don't you see that these men must have fighting to do, to keep them out of mischief."

The arguments were in accordance with the then American idea that education had a tendency to lessen a man's common sense, and that an educated person was "queer." The arguments prevailed in Congress for almost half a century.

It is interesting that after the founding of the Naval Academy had been defeated by the Congress for 45 years, it was finally founded by the War Department without any legislative sanction.

UNCLE SAM'S FIRST SUBMARINE

Built in his yard at Elizabethport by Lewis Nixon, the hull of the first submarine torpedo boat the United States put into use was brought to Perth Amboy in 1896 and here it received its equipment of machinery and had its first trial trips to prepare it for the strict government tests which it was later to undergo in Peconic Bay. The inventor of the system of submersion which was to mark the advent of the Holland was John P. Holland, a native of Ireland and an old-fashioned and highly respected school teacher. The boat that was brought here was his fourth attempt to solve the problems of submarine navigation. The first was built in 1875, the second two years later and the third in 1881. The last has been put on steel staging in Paterson as a memorial to the man they all love and a monument to him who made for himself by years of hard work, coupled with the fact that he was an inventive genius, a place in the history of the world. Everywhere the submarine was something wanted. All sorts of efforts were made to solve the mysteries that surrounded navigation below the surface and it remained for the Paterson school teacher to accomplish the desired end.

The boat was equipped and the tests began at Perth Amboy. Progress was slow. Day after day there were trials when it was thought everything was ready. A gas engine furnished the power on the surface and produced the current for underwater work, but, somehow, things did not work right. Then there arose trouble with the gas engine. It had been installed by a Philadelphia firm and an appeal there for assistance brought Frank T. Cable to Perth Amboy to see what was wrong. He came to look at the gas engine, but before he went away he had discovered something else that needed attention. Mr. Holland had the right idea. Mr. Cable quickly saw and admitted that, but Mr. Holland was not a practical navigator. He had no experience along that line and he was not able to put into practical operation his ideas and his theories as represented by the craft that bore his name. Mr. Cable was not only a master of the type of engine used, but he had experience on the water. It had been his pastime, but he had mastered the art of handling a boat and had even brought safely ashore a boatload of people when he was caught in a gale and blown

far to sea. He saw what was lacking in the work on the Holland. The idea was there, but there was no one who knew how to use it and after he had carefully investigated the proposition he decided to quit the engine company and go with the Holland's owners. His offer was accepted. He was put in charge and the practical value of his ideas was soon demonstrated. The needed work was done to make it safe to offer to prove its worth to the government and orders were received to prepare for trials in Peconic Bay and when those trials were made under the direction of Frank T. Cable the report to the navy department was followed by the acceptance of its first submarine, with orders to deliver it to the navy yard at Washington. That was done. Other boats were built for the government and contracts were soon made with other governments for Holland boats. And it all had its real practical beginning in the waters of Perth Amboy.

Shortly after he first came here Mr. Cable wanted a machinist and he was advised to call upon Schantz and Eckert for aid. John Wilson, who had learned his trade there, was sent to him. He liked the work and the Holland people, advised by Mr. Cable, made him an offer and Wilson went with them. He advanced under the tutelage of Mr. Cable and twice was sent to Russia to build boats for that government.

SOME PERTH AMBOY MEN OF THE UNITED STATES NAVY

Perth Amboy sits beside the salt waters of Arthur Kill and Raritan Bay and the fresh water of the Raritan River which is also salt when the tide comes in. And Perth Amboy looks out to the open sea beyond the Highlands and Sandy Hook. And so it seems fitting that a goodly number of boys of the town choose the Navy as a career.

The names of some of them are found in the list of the great names of the Navy. And there have been others whose names are not found in the list of the great because they were not of officer rank. Their names are found on the honor rolls of men and boys who served their country in times of war. They served in nearby coastal waters, in the far off waters of the Atlantic and the Pacific, at Pearl Harbor, and along the coasts of Africa and Japan. Many of them have gold stars before their names on the local honor rolls. They will occupy a place of honor in the history of Perth Amboy forever.

COMMODORE THOMAS TRUXTUN

As part of the 275th Anniversary Celebration of Perth Amboy, June 22-28 about forty historical sites will be marked. Among them will be the site of the Commodore Truxtun House, 1765, on Water Street and the Kearny Cottage, 1780, where Commodore Lawrence Kearny was born in 1789. Another Navy hero lived in the Kearny Cottage as a boy. That was Captain James Lawrence, Lawrence Kearny's uncle. (See Old Houses p. 13).

It is of interest to note that two Perth Amboy men, Truxtun and Kearny, became great Navy heroes while in command of the same ship, the CONSTELLATION. Thomas Truxtun, born on Long Island in 1755, ran away to sea at the age of 12 and at fifteen was seized by a British press gang. He served three unwilling years in His Majesty's Navy. At the outbreak of the Revolution Truxtun, at the age of 20, was in command of a brig sailing the West Indies trade routes. He was a successful blockade runner and privateer. He was cited by George Washington.

Commodore Truxtun's greatest service to the United States was in the struggle (undeclared war) with France between 1798 and 1800. He was in command of the frigate Constellation. He won two important battles with French ships of greater size. At the end of the Revolution Truxtun had settled in Perth Amboy on the Bluff, and went into the China trade. He had a family of two sons and eleven daughters.

In 1794 Truxtun was one of six captains appointed to the new U. S. Navy by President Washington. He was given command of the CONSTELLATION then being built at Baltimore. She carried 36 guns. The two other ships, the CONSTITUTION and the UNITED STATES carried 44 guns each. On Feb. 9, 1799 the CONSTELLATION met the French Frigate L'INSURGENTE in the West Indies. The French vessel was cut to pieces and the CONSTELLATION was given the nickname "The Yankee Race Horse."

On Feb. 1, 1800, again in the West Indies, Truxtun and the CONSTELLATION encountered the greatest ship of the French Navy, LA VENGEANCE. The French vessel carried 50 guns the CONSTELLATION 36. The French vessel's guns fired a broadside of 516 pounds against 373 of the American ship. The battle lasted from dusk till dawn when the French ship, badly damaged, withdrew and got to Curacao in sinking condition. These two American Naval victories caused France to give up plans for war. Congress ordered a gold medal for Commodore Truxtun on March 30, 1800, after adopting a resolution of thanks to him.

One side of the medal bears a likeness of the Commodore; the other shows the two ships. He resigned from the Navy in 1802, and returned to Perth Amboy. He wrote several Naval works including, Instructions Relating to Longitude and Latitude, and several others.

Eugene Ferguson, Truxtun's biographer recorded . . . "The United States Navy is a better service because he gave to it the seven most vigorous years of his life."

Decatur House on Lafayette Square in Washington was built in 1818. At the close of the Civil War the house was bought by Edward Fitzgerald Beale, a Virginian, the grandson of Commodore Truxtun. His son Truxtun Beale, a member of the U. S. Diplomatic Service, occupied the house until he died in 1936. Mrs. Truxtun Beale gave the house to the National Trust for Historic Preservation.

Since 1950 an activity of the Naval Historical Foundation has been the maintenance and operation of the Truxtun-Decatur Naval Museum in the old carriage house and stable adjoining the Decatur House, made available through the generosity of Mrs. Truxtun Beale.

On Sunday, July 22, 1804, after the Burr-Hamilton duel at Weehawken, Burr came to Perth Amboy in a row boat. Burr sent his servant ashore to Commodore Truxtun's house with a message to his friend, the Commodore. Burr wanted means to get to Cranberry (Cranbury). Because it was Sunday Truxton would not make the trip that day. Burr remained until Monday morning. Then Commodore Truxtun with his own carriage and horses took Burr to Cranbury from where he went to Philadelphia. Truxtun was a member of St. Peter's Church. He married Mary Drau of Perth Amboy.

Truxtun moved to Philadelphia in 1807, where he died in 1822. He is buried in Christ Church Cemetery, Philadelphia.

ADMIRAL JACOB LEWIS

Admiral Jacob Lewis was born in Marblehead, Mass. in 1765 and died in Perth Amboy June 6, 1824, and is buried in St. Peter's Churchyard beside his wife, Eliza Gallison.

Admiral Lewis, in 1807, bought the Truxtun property on Water Street from Commodore Thomas Truxtun. The property extended to Lewis Street which was named after Admiral Lewis.

Lewis was a merchant and ship master trading in the West Indies. Jacob Lewis was commissioned "Captain of Flotilla"

in the War of 1812. Governor Joseph Bloomfield appointed him Recorder of Perth Amboy. Appointed by President John Adams in 1797 Consul at the Isle of France (now Mauritius). Also appointed Consul at Port au Prince and later he was appointed Consul at St. Petersburg by President Thomas Jefferson. Bloomfield was the fourth governor of the State. He lived in Woodbridge.

It appears that Lewis continued in close communication with his old home (Marblehead, Mass.), though, probably by this time, he had established a partnership or, at least, headquarters, at New York, and when war was declared, in 1812, his was the first privateer to secure a commission and to sail from that port—this was the privateer BUNKER HILL.

Captain Lewis began at once to take prizes, some of them valuable, but so humanely did he treat the people captured and so fairly did he play the game, that when his vessel was overpowered and captured weeks later by the BELVERDERA, he was placed on parole and permitted to return to the United States from Halifax where he and his ship had been taken; and shortly afterwards he is in Washington seeking to be exchanged. There he wrote the Secretary of State.

This exchange was successfully effected soon afterwards, for two weeks later, he was appointed by the Secretary of the Navy to command the gun-boat flotilla to be established at and to defend the harbor and adjacent waters of New York.

President James Monroe appointed him Agent for Commerce and Seaman. The certificate of appointment read:

"To all to whom these presents shall come, Greeting:

I certify that Jacob Lewis, Esq., is appointed by President of the United States Agent for Commerce and Seamen of the United States for the provinces of Venezuela, Cumana, and Maracaibo, on the Spanish Main, with all the powers, privileges and emoluments thereto of right appertaining. In testimony whereof I, James Monroe, etc.—June 12, A. D. 1816."

His certificate of office read:

"To all to whom these presents shall come: Greeting:—

I certify that the bearer hereof, Jacob Lewis, Esquire, a distinguished citizen of the United States of America, is proceeding to the Spanish Main, there to reside in the character of Agent for Commerce and Seamen of the United States of America, to touch at Cape Francois in the Island of St. Domingo on business with the Government there interesting to the United States, etc. (S) James Monroe."

On Feb. 7, 1818 Admiral Lewis received a letter from John Quincy Adams, Secretary of State, enclosing a commission as agent of the United States at Port au Prince. It read:

“You will embark on the sloop of war HORNET—Captain Read—who after landing William Taylor, Esq., at the other post of the island, and you at Port au Prince, will proceed with Baptis Irvine, Esq., to Venezuela. These gentlemen bear commissions similar to your own. Your stores for the passage, with the exception of bedding, will be found by Captain Read and at the public charge. Your salary will be at the rate of two thousand five hundred dollars a year, from the time of your embarking, and you may draw for it quarterly-yearly upon this Department. You will abstain from engaging directly or indirectly in trade. I am, etc.,

J. Q. A.”

There is a stained glass window in St. Peter's in memory of Admiral Lewis and Eliza, his wife.

CAPTAIN JAMES LAWRENCE

James Lawrence was born in Burlington, N. J. He was half-brother of Elizabeth Lawrence Kearny, wife of Michael Kearny, who was father of Commodore Lawrence Kearny of Perth Amboy. James Lawrence can be listed among the United States Navy Officers from Perth Amboy. A considerable part of his boyhood was lived with his sister and her husband in the Kearny Cottage.

James Lawrence attended the elementary school in Burlington. In Perth Amboy his sister was his tutor and his education beyond the lower elementary grades was due to her teaching and his instruction in St. Peter's Episcopal Church school. Elizabeth Lawrence Kearny was fifteen years older than her brother. He entered the Navy as a midshipman from Perth Amboy in 1798. He took a leading part as an officer under Stephen Decatur in the retaking of the PHILADELPHIA in the harbor of Tripoli. His nephew, Lawrence Kearny, was only fifteen years old at that time. Captain Lawrence was greatly admired by his nephew, Lawrence Kearny, who entered the Navy because of Captain Lawrence's influence.

Every school boy and girl knows something about Captain James Lawrence, whose last stated command, “Don't give up the ship,” became a famous saying in Navy history. It is not my purpose to write up Captain Lawrence's navy career. He was a communicant of St. Peter's Church and is buried in Trinity Churchyard in New York.

COMMODORE LAWRENCE KEARNY

Another great Naval hero from Perth Amboy was in command of the CONSTELLATION nearly half a century after Commodore Truxtun had trod her deck as commanding officer. Commodore Lawrence Kearny was the man.

Lawrence Kearny became a midshipman in the U. S. Naval July 24, 1807 at the age of eighteen. His mother's strong nationalism remained an influence on his life although she died while he was a boy. His uncle, James Lawrence, was an influence, too.

Lawrence Kearny served on several naval vessels, the CONSTITUTION, the PRESIDENT, the ENTERPRISE, and others. On December 2, 1826, Kearny was ordered to take command of the first class sloop, WARREN, eighteen guns, for Mediterranean service. James Parker, a young man from Perth Amboy, son of his friend, James Parker, was assigned to him as a clerk. In 1827 the WARREN was on active duty in the harbor of Poros, at that time the seat of the Greek Government. A drawing of the "U. S. S. WARREN Off Poros" was engraved and published by Francis Kearny, the Commodore's brother in 1827*. Lawrence Kearny was in command of the East Indian Squadron. The historic old frigate, the CONSTELLATION, was his flagship.

The CONSTELLATION was built at Baltimore and launched September 7, 1797. She is now an old lady, a hundred and fifty nine years old. The building of the CONSTITUTION was authorized by the Congress in the Navy Act of 1794. It called for the building of six frigates, three of 44 guns of which the CONSTITUTION was one, and three of 36 guns. One of them was the CONSTELLATION. The Navy Act was the result of the plundering of American merchant ships by the warships of the Dey of Algiers. His warships captured many American vessels, eleven in October and November, 1793 with 113 Americans who were imprisoned until ransoms were paid. But the United States made a treaty with the piratical Dey, and the first active service of CONSTELLATION was against France, which although not at war with the United States, was capturing American ships suspected of carrying goods to and from England. (See Truxtun).

The War of 1812 gave the Barbary pirates under the Dey an opportunity to make war on the United States. The CONSTELLATION was one of the ships sent to subdue the pirates in the harbor of Tripoli, under command of Decatur.

No American Naval vessel sailed more miles than the CON-
STELLATION. She went back and forth across the Atlantic to
the West Indies, the Orient, the Mediterranean, up and down
the coast of Africa. In 1893 the old ship was tied up to a wharf at
Newport, Rhode Island, and left to die, but in 1940 President
Roosevelt had her put in full commission as "flagship" for Ernest
King, Chief of Naval Operations, but she fought the war tied up
at the wharf.

In 1946 the CONSTELLATION was moved to Boston Harbor
and was doomed to be broken up. But the CONSTELLATION
had been built at Baltimore and Baltimore wanted her back.
As a result of action by a civic group of that city, the Navy de-
livered her to Baltimore. The civic group raised \$50,000 and
the city appropriated \$50,000. Baltimore has her as a "shrine
of each patriot's devotion."

The Open Door Policy in China was due to Commodore
Kearny. The British had by war obtained right to trade with
China, but Commodore Kearny obtained it for the United States
by diplomacy.

On July 5, 1843 the East Indian Squadron under Commodore
Kearny arrived at Honolulu, and found that under threat from
Lord George Paulet, Commanding H.M.S. CARYSPORT, to open
fire on the city, the Hawaiian Islands had been provisionally
ceded to Lord Paulet, subject to ratification by the British gov-
ernment. The British flag was flying. The Commodore pro-
tested to his Majesty, Konehameka III, that he would hold him
and Captain Lord George Paulet "answerable for any and every
act" against the rights of a citizen of the United States. Kearny
reported the situation to the United States government and, as
a result, the British relinquished possession of the island.
If Commodore Kearny had not taken prompt and vigorous
action, Hawaii today would probably be a British commonwealth
instead of the 50th State. Again the sailor diplomat settled an
international incident to the credit of his country.

In the biographies of American Naval Officers, Commodore
Lawrence Kearny is the only one who, while on active duty,
served as Mayor of his native city. He was Mayor of Perth
Amboy 1848-1849. In 1849 he was Commander of Norfolk Navy
Yard, and in 1848-1851, as previously stated, he was on court
martial duty and residing in his home, Kearny Cottage. Here
his beloved wife, Josephine, died Feb. 13, 1848, while the Com-
modore was Mayor.

Commodore Lawrence Kearny wandered for years on the
face of the deep and into most of the ports of the world on
naval and diplomatic missions, but, however far his duty called

him, his thoughts were ever truant to the city on Raritan Bay and to the Cottage where he was born. And let it be remembered that Amboy was a beautiful place, described by the Proprietors of East Jersey as "a sweet, wholesome, and delightful place, proper for trade by reason of its commodious situation upon a safe harbor." And let us remember that its present City Seal, adopted in 1718, has the words "Portus Optimus," the greatest port. His wife went with the Commodore on some of his voyages but he never had a home except the Kearny Cottage. To him Perth Amboy was always the delectable place. Longfellow's lines well portray Commodore Lawrence Kearny's thoughts of home:

"Often I think of the beautiful town
That is seated by the sea;
Often in thoughts go up and down
The pleasant streets of that dear old town,
And my youth comes back to me."

When James Lawrence Kearny died in the Cottage in 1921, his line from Michael Kearny became extinct.

In old St. Peter's Churchyard, a visitor may pause and read this modest inscription on an upright stone.

IN MEMORY OF
LAWRENCE KEARNY, U. S. NAVY
JOSEPHINE
WIFE OF LAWRENCE KEARNY, U. S. N.
JAMES LAWRENCE KEARNY 1846-1921

About 1922 the demand for improvements called for the razing of The Kearny Cottage. That would have been its fate except for the intervention of two people who cherished history, Mr. Harold E. Pickersgill and Miss Catharine L. McCormick. They were responsible for the organization of the Perth Amboy Historical Society (now The Kearny Cottage Association). The organization took over the custody of the Cottage, secured from the City government a site in the City Park near the Raritan River to which it was moved in 1924, facing Brighton Avenue. In 1936 Commissioner Albert G. Waters, moved it to its present site, in the park, on Catalpa Avenue. Louis Booz, City Engineer, supervised both movings.

REAR ADMIRAL TIMOTHY J. KELEHER

Timothy Jerome Keleher was born in Perth Amboy, New Jersey, on February 17, 1885, son of Timothy and Mary Thees Keleher (later Fleming). He attended Saint Aloysius Academy, St. Peter's College, before his appointment to the U. S. Naval Academy from New Jersey in 1904. Graduated on June 5, 1908, he served the two years at sea, then required by law, and was commissioned Ensign in the U. S. Navy on June 5, 1910. Through subsequent advancement he attained the rank of Rear Admiral, effective June 11, 1942, and was transferred to the Retired List of the Navy in that rank on July 1, 1943.

After graduation from the Naval Academy, he served successively in the USS MONTANA, USS VIRGINIA, USS DUBUQUE, USS MAINE, USS RHODE ISLAND, and USS DUNCAN, during the period June 1908 until August 1914. In September of that year he returned to Annapolis for the post-graduate course in Mechanical Engineering which he completed in March 1917 at Columbia University, New York City, with the degree of Master of Science.

At the outbreak of World War I in April, 1917, he was ordered to the USS AMMEN, a destroyer of the Atlantic Fleet, and on January 2, 1918, he assumed command of the destroyer USS JENKINS. He was awarded the Navy Cross, with citation: "For distinguished service in the line of his profession as Commanding Officer of the USS JENKINS, engaged in the important, exacting and hazardous duty of patrolling the waters infested with enemy submarines and mines, in escorting and protecting vitally important convoys of troops and supplies through these waters, and in offensive and defensive action, vigorously and unremittingly prosecuted against all forms of enemy naval activity."

From January 1919 until January 1920 he served as Engineer Officer of the USS ARKANSAS, a battleship of the Atlantic Fleet, then had a tour of duty at the Navy Yard, Philadelphia, Pennsylvania, assigned to the Industrial Department. In October 1922 he was ordered to sea as Aid and Squadron Engineer on the Staff of Commander Destroyer Squadrons, Atlantic Fleet, and was attached to the USS ROCHESTER, flagship, until detached in September 1925. From November of that year until September 1928 he served in the Navy Department, Washington, D. C., assigned to the Bureau of Engineering.

Again ordered to duty afloat, he served as Executive Officer of the USS WHITNEY, destroyer tender for Squadron 9 Scouting Fleet, and in the summer of 1929 was transferred to duty

as Aide and Fleet Engineer on the Staff of Commander, Scouting Fleet, in the USS WYOMING, flagship. He had a second tour of duty in the Bureau of Engineering, Navy Department, from June 1930 until February 1933, after which he was ordered to the Navy Yard, Charleston, South Carolina, for duty until June 1936 as Manager of the Yard. Reporting the same month to the Staff of Commander Scouting Forces, he served as Engineer Officer, attached to the USS INDIANAPOLIS, flagship, for two years in the Pacific Area.

In June 1938 he returned to the Naval Academy, Annapolis, where he was head of the Department of Marine Engineering until ordered in May 1941 to report to Headquarters, Third Naval District, New York, New York. There he had duty as Inspector of Naval Material for the New York District for seven months.

Detached from his New York District assignment on December 20 1941, after the Japanese attack on Pearl Harbor and the entry of the United States into World War II, he was named Chief, Navy Section, Army-Navy Munitions Board and served as Navy Member of the Board's Executive Committee and as Director of the Resources Division of the Office of Procurement and Material. His nomination was confirmed for his service in the rank of Rear Admiral while serving as a member of the Army and Navy Munitions Board, on June 25, 1942, and he continued duty in that capacity until his retirement on July 1, 1943.

After his retirement, Rear Admiral Keleher was retained on active duty until January 7, 1944, to serve as Director, Progress and Priorities in the Office of Procurement and Material. During that period he also continued as Navy Member of the Executive Committee, Army and Navy Munitions Board.

In addition to the Navy Cross, Rear Admiral Keleher has the World War I, Victory Medal, Destroyer Clasp; the American Defense Service Medal; American Campaign Medal; and World War II Victory Medal. For World War II service, he was also awarded a Letter of Commendation, with Ribbon, by the Secretary of the Navy, as follows:

"For outstanding performance of duty as the Navy Member, Executive Committee, Army and Navy Munitions Board, and the Director of the Resources Division, Office of Procurement and Material, from March 1942 to January 1944. Carrying out an exacting assignment with unusual foresight, patience and tact, Rear Admiral Keleher contributed essentially to the effectiveness of the Navy in the war by his skillful assistance in the establishment and maintenance of adequate priorities and alloca-

tions of materials vital to the success of the Navy shipbuilding, aircraft and procurement program.

Admiral Keleher was married to Miss Eugenia Whitford FirzSimmons of Far Rockaway, New York, on February 16, 1911. His official residence is 2522 Cornaga Avenue, Far Rockaway, New York. His family belonged to St. Mary's R. C. Church.

REAR ADMIRAL WILLIAM SHERBROOKE POPHAM, JR.

William Sherbrooke Popham, Jr., is a descendant of several Perth Amboy families, all of whom, including his parents were members of St. Peter's Church. Many of them including his parents are buried in St. Peter's Churchyard. His parents were William Sherbrooke Popham and Rosina Charlotte Newport Popham. His ancestors include the Kearnys, the Parkers, David Mudie, Adam Hude, and Charles McKnight Smith.

All of those mentioned in the above paragraphs were prominent in the history of St. Peter's Church, and in the history of Perth Amboy (the Capital), in the History of the County, and the Colony or State.*

Rear Admiral Popham was born in Perth Amboy, New Jersey on May 8, 1892. Attended Mt. Hebron Grammar School, Montclair, New Jersey, and Trinity Preparatory School, New York, New York, before his appointment to the U. S. Naval Academy, Annapolis, Maryland, from Perth Amboy in 1910. While a Midshipman he played baseball and basketball, and was Captain of the tennis team. Graduated and commissioned Ensign in June 1914, he subsequently progressed in grade until his promotion to Captain to date from July 1, 1941. He served in the rank of Commodore from April 24, 1945, to January 1, 1946. On January 1, 1947, he was transferred to the Retired List of the U. S. Navy and was promoted to the rank of Rear Admiral.

After graduation in 1914, Rear Admiral Popham served consecutively in the USS TEXAS, the USS HARTFORD and the USS NASHVILLE until October 1918. In December of that year he joined the USS CONNECTICUT, serving in that battleship until August 1919. Following instruction in submarines aboard the USS FULTON at the Submarine Base, New London, Connecticut, he joined the USS O-6 in December 1919, commanding

*The History of St. Peter's Church, Jones, Rev. D. W. Northey, 1923, pp 413, 468-'70.

that submarine from July 1920 until May 1921. Transferred to command of the USS S-2, he commanded that submarine until August 1923.

Rear Admiral Popham was on duty at the Navy Yard, Charleston, South Carolina, from November 1923 until May 1924, when he was transferred to duty as aide to the Commandant, Sixth Naval District, Charleston, serving in that assignment until December 1925. Returning to sea, he served as executive officer of the USS BILLINGSLEY until April 1928 when he assumed command of the USS WORDEN. Detached from that command in September 1928, he served on the Staff of the Post-Graduate School, Annapolis, Maryland, until May 1930. In June of that year he joined the USS LEXINGTON, serving as her communication officer from July 1931 until May 1932, and as her first lieutenant until June 1933.

After completing the junior course at the Naval War College, Newport, Rhode Island, in May 1934, Rear Admiral Popham served on the Staff of that College the succeeding year. In June 1935 he joined the USS CHICAGO, serving as her first lieutenant and damage control officer until June 1936 when he was transferred to the USS HOLLAND as executive officer. Detached from the HOLLAND in February 1937, he served in the Office of the Naval Intelligence, Navy Department, Washington, D. C., from March 1937 until May 1940. From June of that year until December 1941 he was Commander, Destroyer Division 1.

In December 1941, Rear Admiral Popham reported for duty as Professor of Naval Science and Tactics, in connection with the Naval Reserve Officer's Training Corps Unit at the University of North Carolina, Chapel Hill, North Carolina, with additional duty in command of the Naval Training Unit, and of the V-12 Unit of the School of Basic Medical Science, serving in that assignment until June 1944. In July of that year he reported to the Amphibious Training Command, Pacific Fleet, and in September was assigned duty as Commander, Transport Division 2. In October 1944 he was transferred to duty as Commander, Transport Division 32, and on July 10, 1945, assumed command of Transport Squadron 15. For exceptionally meritorious service as Division Commander of a Division of Attack Transports during assaults in Lingayen Gulf and on Iwo Jima, he was awarded the Legion of Merit, and cited as follows:

LEGION OF MERIT: (With Combat "V")

"For exceptionally meritorious conduct in the performance of outstanding services to the Government of the United States as Division Commander of a Division of Attack Transports during the amphibious assaults on enemy Japanese-controlled Lingayen Gulf and Iwo Jima . Skillfully directing the vessels under his command in debarking combat troops and vital material on the invasion beaches, Commodore (then Captain) Popham contributed materially to the success of the assault operations. His leadership, sound judgment and devotion to duty were in keeping with the highest traditions of the United States Naval Service."

Rear Admiral Popham was ordered, on October 20, 1945, detached from command of Transport Division 15, and reported on January 1, 1946, to the Commandant, Sixth Naval District, Charleston, South Carolina. He was assigned duty at the Navy Yard, Charleston, and remained in that assignment until ordered relieved of all active duty pending retirement. He was transferred to the Retired List of the U. S. Navy on January 1, 1947.

In addition to the Legion of Merit, Rear Admiral Popham has the Mexican Service Medal (USS. TEXAS); the Victory Medal, (USS NASHVILLE), and is entitled to the American Defense Service Medal, Fleet Clasp; the Asiatic-Pacific Area Campaign Medal and the World War II Victory Medal.

His official address, and that of his wife, the former Miss Louisa McCord Stoney of Charleston, South Carolina, is 129 Tradd Street, Charleston, South Carolina.

THE HONORABLE LEWIS COMPTON

Lewis Compton, Assistant Secretary of the Navy from February 9, 1940, to February 13, 1941, was born at Perth Amboy, New Jersey, on November 7, 1892, the son of the late James L. and Emma DeBow Compton. He died October 24, 1942, in New York City.

He attended the Public Schools of Perth Amboy after which he attended the Phillips Exeter Academy at Exeter, New Hampshire.

Mr. Compton enrolled in the U. S. Naval Reserve Force on March 22, 1917. He remained on active duty in the Navy through the World War period,, serving on various ships and stations, his last sea duty being Assistant Navigator of the trans-

port USS MALLORY. He was released from active duty in February 1920, but remained on active duty in the Naval Reserve, making a two week training cruise at sea every year until he resigned from the Naval Reserve July 1, 1932. During this period of service in the Reserve he commanded the USS EAGLE 48 assigned to training Reserves, and the Twenty-sixth Fleet Division of the Reserves.

Mr. Compton entered the real estate and insurance business in New York and New Jersey in 1920 and served as Director of the Board of Chosen Freeholders in Middlesex County, New Jersey, from 1930 to 1934. During this time he also acted in a voluntary capacity as Middlesex County Director of Relief and Civil Works. He was appointed Executive State Director of Relief and Civil Works. He was appointed Executive State Director of Relief in New Jersey. In July 1935, Mr. Compton was appointed Assistant State Administrator of the Works Progress Administration for New Jersey, which position he resigned to become Assistant to Mr. Charles Edison, the President of Thomas A. Edison, Inc. Mr. Compton served as Special Assistant to Mr. Edison while he was the Assistant Secretary of the Navy.

On January 25, 1940, Mr. Compton was nominated by the late President Franklin D. Roosevelt to be the Assistant Secretary of the Navy. The Senate confirmed Mr. Compton's nomination and on February 9, 1940, he took the oath of office as the Assistant Secretary of the Navy. His service was terminated by resignation on February 13, 1941.

Subsequently he served as State Finance Commissioner of New Jersey for six months and later was Executive Assistant to the President of the National Council of American Shipbuilders.

A destroyer the USS COMPTON has been named in his honor. His Widow, Mrs. Lewis Compton, who at the time was Assistant Secretary of State, Trenton, New Jersey, christened the vessel, when she was launched at the plant of the Federal Shipbuilding and Dry Dock Company, Kearny, New Jersey.

REAR ADMIRAL MILES RUTHERFORD BROWNING

Miles Rutherford Browning was born in Perth Amboy, New Jersey, on April 10, 1897, son of Oren F. and Sarah L. (Smith) Browning. He attended public schools of Perth Amboy before his appointment to the U. S. Naval Academy, Annapolis, Maryland, from the Third District of New Jersey in 1914. As a Mid-

shipman he was captain of the Academy swimming team and art editor of the "Lucky Bag." Graduated and commissioned Ensign with the Class of 1918 on June 29, 1917, he subsequently attained the rank of Captain, to date from June 17, 1942. He was transferred to the Retired List of the Navy on January 1, 1947, and promoted to the rank of Rear Admiral on the basis of combat awards. He is a graduate of Perth Amboy High School.

Following graduation from the Naval Academy in June 1917, during the early period of World War I, he served in the USS OKLAHOMA, a battleship of the Atlantic Fleet, until February 1918. He then had duty in connection with fitting out the USS NEW MEXICO, and served briefly aboard after her commissioning on May 30, 1918. On June 18 he joined the French steamship LUTITIA, and was senior American Naval Officer aboard while she operated with Cruiser Force, U. S. Fleet, during the several months following.

He returned to the United States in January 1919, and for four years thereafter had consecutive service afloat beginning in the USS PENNSYLVANIA, flagship of the Atlantic Fleet; the USS McKEAN, a unit of Destroyer Division 8, Atlantic Fleet; as Engineer Officer of the USS CRANE and later the USS HOWARD, destroyers operating with the Pacific Fleet. He joined the USS BADGER at the Navy Yard, Mare Island, California on September 9, 1920, and served as Executive Officer until transferred a year later to similar duty in the USS KIDDER. Detached on June 27, 1922, he reported to the USS CHARLESTON, for duty as Senior Patrol Officer, while she operated out of San Diego. He completed that period of sea duty in the USS THOMPSON, in which he served from February 1, 1923 to January 2, 1924.

On January 31, 1924, he reported to the Naval Air Station, Pensacola, Florida, for flight training. Designated Naval Aviator on September 29, 1924, he joined the USS LANGLEY, aircraft carrier of Aircraft Squadrons, Battle Fleet. Upon arrival at San Diego, he was assigned to Observation Squadron , attached first to the USS AROOSTOOK, later to the USS IDAHO in which he served from January 1925 until May 1927, during which period he participated in the Curtis Marine Trophy Race. For two years thereafter he served as Operations Officer at the Naval Air Station, Naval Operating Base, Hampton Roads, Virginia.

Reporting on July 20, 1929, to Aircraft Squadrons, Scouting Fleet (later, Aircraft, Scouting Force), he commanded Scouting Squadron 5-S, aviation unit of the USS TRENTON, with addi-

tional duty on the staff of Commander Light Cruiser Division TWO, Scouting Fleet, (USS TRENTON, flagship) until June 1931. On July 14, he reported to the Bureau of Aeronautics, Navy Department, to serve in the Material Division (Design) until June 1934.

He had command of fighting Squadron 3B, based on the LANGLEY, and later on the RANGER, aircraft carriers, until June 1936, when he reported to the Naval War College, Newport Rhode Island, for instruction with additional duty at the Naval Torpedo Station, there. He completed the junior course and reported on June 1, 1937 as a Naval Instructor at the Air Corps Tactical School, Maxwell Field, Montgomery, Alabama. When detached in June 1938 he joined the USS YORKTOWN, to serve as Commander Carrier Air Group, until June 26, 1939. He organized, and for two years thereafter, commanded Fleet Aircraft Tactical Unit, also based on that carrier.

From July 1941 until July 1943, he served as Operations and War Plans Officer, and later Chief of Staff and Aide to Admiral (Now Fleet Admiral) W. F. Halsey, Jr., USN, Commander Aircraft, Battle Force, and later Commander South Pacific Area and South Pacific Force. For outstanding service during that period, he received a Letter of Commendation (with Ribbon) from Commander in Chief, Pacific Fleet, and was awarded the Silver Star Medal and the Distinguished Service Medal. He is also entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation to the USS ENTERPRISE.

The citations are quoted, in part:

LETTER OF COMMENDATION: "For distinguished service in the line of his profession as Chief of Staff of the Task Force in action, on February 1, 1942, against strong enemy island positions. By his brilliant and audacious planning and his unerring grasp of opportunities during the combat, he was primarily responsible for the success of the attack."

SILVER STAR MEDAL: "For conspicuous gallantry and intrepidity while serving as Chief of Staff to the Task Force Commander during a series of highly successful offensive missions including the attacks on the Marshall and Gilbert Islands, the raids on Wake and Marcus Islands, the Battle of Midway and similar operations in the Central Pacific covering a period from December 6, 1941, to June 14, 1942. . . . Largely due to his skill and determination under fire, only minor damage was suffered from attacking heavy bombers in the Marshall Islands engagement, (and) . . . the Task Force came unscathed after inflicting extremely heavy damage on Japanese installations and shipping."

DISTINGUISHED SERVICE MEDAL: "For exceptionally meritorious service . . . as Chief of Staff to a Task Force Commander . . . By his judicious planning and brilliant execution, (he) was largely responsible for the rout of the enemy Japanese fleet in the Battle of Midway. Later while serving in a similar capacity with the Commander South Pacific Area and South Pacific Force, he, . . . was instrumental in bringing about successful culmination of many operations in the South Pacific. His efficient conduct and inspiring example in operational and administrative capacities aided materially in the many victories achieved by our forces. . . ."

PRESIDENTIAL UNIT CITATION — USS ENTERPRISE: "For consistently outstanding performance and distinguished achievement during repeated action against enemy Japanese forces in the Pacific war area, December 7, 1941, to November 15, 1942. Participating in nearly every major carrier engagement in the first year of the war, the ENTERPRISE and her Air Group, exclusive of her far-flung destruction of hostile shore installations throughout the battle area, did sink or damage, on her own a total of 35 Japanese vessels and shoot down a total of 185 Japanese aircraft. Her aggressive spirit and superb combat efficiency are fitting tribute to the officers and men who so gallantly established her as an ahead bulwark in defense of the American Nation."

In September 1943, he reported to the Newport News Shipbuilding and Dry Dock Company, Newport News, Virginia, for duty in charge of fitting out the USS HORNET, named for the famous aircraft carrier lost in October 1942 during the Battle of Santa Cruz Islands. He commanded the new HORNET from her commissioning, November 29, 1943, until May 29, 1944, during which period she participated in raids on Palau, Yap, Ulithi, Woleai, Truk, Satawan, and Ponape, and in the Hollandia operations. Returning to the United States, he reported July 3, 1944, for duty with the Command and General Staff School, Fort Leavenworth, Kansas. He served there as a Navy member of the staff until relieved of all active duty pending his retirement on January 1, 1947.

In addition to the Distinguished Service Medal, the Silver Star Medal, the Commendation Ribbon, and the Ribbon for the Presidential Unit Citation to the ENTERPRISE, Rear Admiral Browning has the Victory Medal, Grand Fleet Clasp; the American Defense Service Medal, Fleet Clasp; the Asiatic-Pacific Campaign Medal, with engagement stars, American Campaign Medal; and the World War II Victory Medal.

His official address is Three Elms Farm, Warner, New Hampshire. His parents were Oscar Fogel Browning, Jr. Sarah Louise Smith Browning. He is a descendant of the Kearnys, Parkers, Dr. J. McK. Smith. He is a cousin of Admiral W. S. Popham. He was a member of St. Peter's Church.

VICE ADMIRAL JOHN M. WILL
UNITED STATES NAVY

John Mylin Will was born on September 15, 1899, at Perth Amboy, New Jersey, son of Otto W. and Jennie Franklin (Dally) Will. He was graduated from Perth Amboy High School in 1917, and entered the U.S. Naval Academy, Annapolis, Maryland, on appointment from his native state on June 24, 1919. Graduated and commissioned Ensign on June 8, 1923, he subsequently attained the rank of Vice Admiral to date from April 17, 1956.

After graduation from the Naval Academy in June 1923, he joined the USS NEW YORK and served as junior officer in that battleship while she operated as Flagship of Battleship Division 3, Battle Fleet, until January 1925. He then reported to the Naval Torpedo Station, Newport, Rhode Island, for torpedo instruction. Between June 1925 and July 1927, he served on board the USS KANE, a unit of Division 40, Squadron 14, Destroyer Squadron, Scouting Fleet.

Completing instruction at the Submarine School, New London, Connecticut, in January 1928, he was assigned to the USS S-47 until June 1930, when he returned to Annapolis, Maryland, for the course in Diesel Engineering at the Postgraduate School. He continued instruction at Pennsylvania State College, from which he received the degree of Master of Science in June 1932. In July of that year he joined the USS S-35, and from September 1932 until May 1934 served as Division Engineer of Submarine Division Seven. During Fleet Problems he had additional duty at various times as Commanding Officer of the USS S-17 and USS S-19. He assumed command of the USS S-35 in May 1934.

On February 18, 1935 he reported to the Bureau of Engineering (combined with the Bureau of Construction and Repair in 1940 and re-designated the Bureau of Ships), Navy Department, Washington, D. C., for duty as Resident Inspector of Naval Material at the Fairbanks Morse Company, Beloit, Wisconsin, where he served until March 1937. During that time he supervised the development and construction of the first opposed piston type submarine engines. In April 1937 he reported to the USS PORPOISE, and assumed command of that submarine two months later.

He served as Engineer Officer on the staff of Commander Submarine Force from June 1939 until transferred in November 1940 to duty in a similar capacity on the staff of the Commander Submarines, Scouting Force. From July 1941 until May 1942 he was assigned duty as the Submarine Member on the Board of Inspection and Survey, the Office of the Chief of Naval Operations, Washington, D. C. In June 1942, during the early part of World War II, he reported for duty on the staff of the Commander of Submarines, Seventh Fleet, based on West Australia, and as Commander of Submarine Divisions 202 and 62 in that Fleet. He had additional duty as Material Officer, and later as Operations Officer, on the staff of Commander Task Force 71, and Commander Submarine Seventh Fleet.

As Commander Submarine Division 62, he participated in the Ninth War Patrol of the USS TUNA during the period November 7, 1943 until January 1, 1944. He was awarded the Legion of Merit with Combat "V," and cited in part as follows: "For exceptionally meritorious conduct . . . as Material Officer, Submarines Seventh Fleet and Task Force Seventy One; Commander, Submarine Division Two Hundred Two; Commander Submarine Division Sixty-Two. and Operations Officer on the Staff of Commander Task Force Seventy One and Commander Submarines Seventh Fleet. Charged with the procurement and distribution of material and with the overhaul and readiness for action of the units in these commands, (he) contributed materially to the success of the division in inflicting damage on the enemy. As Commander Submarine Division Sixty Two, he participated in the Ninth War Patrol of the USS TUNA in the Java and Flores Sea from November 7, 1943 to January 1, 1944, in which patrol one 6,000 ton enemy ship was sunk and another damaged . . ."

Between September and December 1944, he commanded Submarine Squadron Six, and Task Group 17.5 at Midway Island. He then served until July 1, 1945 as Commander, Submarine Squadron 28 with additional duty as Commander Task Group 17.10 at Guam. "For exceptionally meritorious conduct . . ." in the latter assignment, he was awarded a Gold Star in lieu of a second Legion of Merit with Combat "V." The citation continues in part. ". . . Supervising the training and general readiness of the submarines under his command, (he) contributed materially to the success of his squadron in sinking twenty Japanese ships, including an aircraft carrier, heavy cruiser and destroyer, for a total of 109,300 tons, and in severely damaging six hostile ships, including two aircraft carriers . . ."

Assigned in August 1945 to the Bureau of Naval Personnel, Navy Department, he served briefly as Assistant Director of Training. From November 1945 to March 1946 he had temporary duty as a member of the Survey Group to China, and upon his return to the Bureau became Director of Training. He received a Letter of Commendation with Ribbon, from the Secretary of Navy for "outstanding performance of duty as Director of Training Bureau of Naval Personnel, from July 6, 1946 until August 1, 1948." The letter further states:

"Captain Will instituted a new philosophy of recruit training designed to provide a smooth transition from civilian to military life through a comprehensive indoctrination in Navy knowledge and skill, and development of pride in self and service, placing particular emphasis on the importance of mental, moral and social growth of the individual and his personal responsibility in a democratic way of life. . . . The greatest number of enlisted men in the history of the Navy were eligible for commissioning; the critical need of the Navy for trained Electronics Technicians was met; the integration of the training programs of the Armed Services was effected to the maximum extent practicable; and amity between the Navy and the civilian educational world was greatly increased. Contributing substantially to the Navy's purchase and establishment of the General Line School and Postgraduate School at Monterey, California, Captain Will, as senior member of a board to study post graduate training, developed a long-range program which will prove vital in meeting the needs of the Navy for trained officer personnel in the various technical fields. . . ."

While still attached to the Bureau of Naval Personnel, he was given temporary additional duty at the Combat Information Center School, Boston, Massachusetts, preparatory to assuming command of the heavy cruiser COLUMBUS. He was detached from the Bureau of Naval Personnel, in September 1948, and on October 7 assumed command of the USS COLUMBUS. A year later he returned to the Navy Department, and in November 1949 was designated Deputy Commander Military Sea Transportation Service, Eastern Atlantic and Mediterranean. On May 4, 1951 he reported as Commander Military Sea Transportation Service, Atlantic, and Navy Control of Shipping Officer, with headquarters at Brooklyn, N. Y., where he remained until December 1953, after which he commanded Amphibious Group THREE. On February 28, 1955 he reported as Director of Personnel Policy, Office of the Assistant Secretary of Defense (Manpower Personnel, and Reserve), Washington, D. C.

On July 2, 1956 he became Commander Military Sea Transportation Service, with headquarters in Washington, D. C.

In addition to the Legion of Merit with Gold Star and Combat "V," and the Commendation Ribbon, Vice Admiral Will has the Second Nicaraguan Campaign Medal; American Defense Service Medal, Fleet Clasp; Asiatic-Pacific Campaign Medal; China Service Medal; American Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal, Asia Clasp; and the National Defense Service Medal. He also holds the Special Breast Order of Yun Hui presented to him by the Chinese Government, and Commander Order of House of Orange Nassau, presented by Queen Juliana of Netherlands.

Vice Admiral Will's official address is Perth Amboy, New Jersey. He is married to the former Miss Louise Ley of Los Angeles, California, and they have one son, John Mylin Will, Jr. Admiral Will's parents were members of First Presbyterian Church. He joined St. Peter's Episcopal Church.

CAPTAIN WILLIAM MORGAN McCORMICK

William Morgan McCormick is a member of the family of the McCormicks of Perth Amboy. This is one of the prominent families of the city. Its members have been active in the business, civic, and educational affairs of Perth Amboy. The McCormicks are members of St. Mary's Roman Catholic Church. William Henry McCormick, Captain McCormick's grandfather, was a merchant. Capt. McCormick's Aunts, Rose, Madeline and Claire are retired school teachers. Miss Rose was Principal of Perth Amboy High School. Miss Katharine McCormick, another Aunt, deceased, was a teacher. She was a writer of Perth Amboy History Sketches. Dr. William McCormick is a physician, and Frank McCormick, uncle of Captain McCormick, is a businessman. Edward J. McCormick, the Captain's father, deceased, was a member of the hardware firm of William H. McCormick and Sons.

William Morgan McCormick was born in Perth Amboy, New Jersey, on June 28th, 1912, son of Edward J. and Mary Morgan McCormick. He attended Perth Amboy High School and Rutgers University, New Brunswick, New Jersey (1928-1930), prior to his appointment to the U.S. Naval Academy, Annapolis, Maryland, from his native state in 1930. Graduated and commissioned Ensign on May 31, 1934 he subsequently advanced in rank, attaining that of Captain, to date from January 1, 1953.

Following graduation from the Naval Academy in 1934, he was attached to the USS NEW YORK until July 1936, when he was assigned to the Staff of Commander Battleships, Battle Force. Between July 1937 and June 1940 he had consecutive service in the destroyers, MACLEISH and DEWEY, after which

he continued duty afloat in the USS CHESTER. In December 1940 he joined the staff of Rear Admiral Raymond A. Spruance, Commander Cruiser Division FIVE as Aide and Flag Lieutenant. He was serving in that capacity off Wake Island, when the Japanese attacked the Naval Base, Pearl Harbor, Territory of Hawaii, on December 7, 1941. As Flag Lieutenant he made the signal to sink one of the first Japanese ships of World War II, during the first Marshall Islands raid.

In February 1942 he commenced flight training at the Naval Air Station, Pensacola, Florida and in August of that year, was designated a Naval Aviator. The next month he reported to Patrol Squadron TWO HUNDRED AND SEVEN, and in June 1943, assumed command of Patrol Squadron TWO HUNDRED AND FOUR. Under his command that squadron captured a German U-boat off Trinidad. He was awarded the Air Medal for meritorious service during the period June to October 1943, and also received a Letter of Commendation, with authorization to wear the Commendation Ribbon, from the Commander in Chief, U. S. Atlantic Fleet.

Detached from command of Patrol Squadron TWO HUNDRED AND FOUR, he was transferred in October 1943 to command Patrol Squadron TWO HUNDRED AND FIFTEEN, which furnished the air cover for the escort of the captured Nazi U-505, to Bermuda in 1944. Returning to the United States in June 1944, he was assigned to the Office of the Deputy Chief of Naval Operations (Air), Navy Department, Washington, D. C., and from May 1945 served in the USS WASP off Japan, as Navigator. He is entitled to the Ribbon for and a facsimile of the Navy Unit Commendation awarded the USS WASP. For a year, June 1946 to June 1947, he served as Executive Officer of the USS BAIROKO, which operated off China during part of that year.

He was in command of the Naval Auxiliary Air Station, Miramer, California, until August 1949, after which he had instruction at the Armed Forces Staff College, Norfolk, Virginia. Completing the course on February 1950, he joined the staff of Commander Joint Task Force THREE (Operation GREENHOUSE), a force responsible for carrying out a program of testing weapons developed by the Atomic Energy Commission in cooperation with the Department of Defense. He was awarded a letter of Commendation by the Air Force, with authorization to wear the Commendation Ribbon, for "Distinguishing himself by meritorious service from 15 February 1950 to 3 July 1951 as Chief of the Organizations and Requirements Branch, J-3 Division, Joint Task Force THREE . . ."

In June 1951 he joined the staff of Commander Carrier Division SEVENTEEN, operating in the Far East on Anti-Submarine Warfare missions, and in February 1953 was detached and assigned duty as Head of the Operational Intelligence Section, Office of the Chief of Naval Operations, Navy Department. In February 1955 he assumed command of the USS GREENWICH BAY (AVP-41) Flagship of Commander Middle East Force in the Persian Gulf.

From May 1956 to July 1958 he served as U. S. Naval Attache and U. S. Naval Attache for Air in Rome, Italy. In August 1958 after qualification in Jet Aircraft, he assumed command of the aircraft carrier USS VALLEY FORGE. While under his command, that ship served as the flagship of Anti-submarine Warfare Task Alpha of the Atlantic Fleet and won the Battle Efficiency Pennant for ships of her class. He was detached on 18 August 1959 and will attend the Foreign Service Institute of the State Department in Washington, D. C.

In addition to the Air Medal, the Commendation Ribbons (Navy and Air Force), and the Navy Unit Commendation Ribbon, Captain McCormick has the American Defense Service Medal; the American Campaign Medal; the National Defense Service Medal; the Navy Occupation Service Medal; the China Service Medal; the Korean Service Medal; the United Nations Service Medal; and the Order of Merit of the Italian Republic. He has qualified as an expert with the pistol.

He is a graduate of Perth Amboy High School, 1929. His official home address is 188 High Street, Perth Amboy, New Jersey. In June 1936 he married the former Ialla Jane Cary, daughter of Rear Admiral R. W. Cary, USN., Retired, and Mrs. Cary. They have four children, William Morgan McCormick, Jr., Jane Cary, James Watt, and John Thomas McCormick. Capt. McCormick has one brother, Edward J., Jr.

EDWARD J. McCORMICK, JR.

He was born in Perth Amboy, May 3, 1915. Graduated St. Mary's High School; Rutgers University, B. A. 1935, M. A. 1937. Second Lt., Infantry Reserve, 1936. Active duty Army 1938-50, promoted to Lt. Col. In U. S. Air Corps 1941-50.

Service Medals:—American Defense Service Medal; Foreign Service Bar for service before Pearl Harbor; Medal with five battle stars; American Theatre Medal; Victory Medal; Philippine Liberation Medal with two stars.

Awards:—Presidential Unit Citation; Commendation Ribbon with Oak Leaf Cluster.

Honorably Discharged McChord Air Force Base, Washington, 1950. Washington Law School LL.B. 1953.

Ass't. U. S. Attorney, Seattle, Washington,, 1953-1957. Attorney, Federal Communications Commission, Washington, D. C., 1957 to present.

CAPTAIN JAMES PARKER

Captain James Parker IV was born in Newark, Ohio, June 15, 1832. He died in Perth Amboy, March 29, 1914. He was the son of James Parker III of Perth Amboy, N. J. who went to Ohio where he was a prominent lawyer and judge. The Parkers were eminent lawyers and businessmen in Perth Amboy from 1720 to 1914.

James Parker was appointed Midshipman, November 14, 1846. He served with distinction in the United States Navy during the Civil War and rose to the rank of Lieutenant Commander. At the Battle of Fort Fisher he led the navy landing forces, after the officer-in-charge had fallen wounded in the attack on the fort. At the conclusion of the war he resigned his commission and went into the Atlantic Mutual Insurance Company, remaining with it until he resumed the practice of law. He practiced law in Ohio and in New Jersey. In 1879 he returned to the family home at Perth Amboy, where after a year's residence in the Meeker-Sparkman house on the Bluff, he moved into the Parker Castle, which property he owned for many years. He occupied the office of his grandfather's great-grandfather which at one time was that of Cortlandt Skinner, Attorney General of the Province of New Jersey.

He was vestryman and senior warden of St. Peter's Church, always a delegate to the Diocesan Convention throughout his residence in Perth Amboy, and many times a deputy to the General Convention. He also attended the Pan-Anglican Congress in London, in 1908, as a delegate from the State of New Jersey. He was admitted to both the New York and New Jersey bar, and practiced law in both states. In New Jersey he was for years an admiralty lawyer and referee in bankruptcy. He was counsel for Admiral W. S. Schley in the Court of Inquiry arising out of the Sampson-Schley controversy after the Spanish War of 1898.

He served two years in the Navy in the Mexican War and resigned in 1856. In 1857 he was admitted to the bar in

Ohio and practiced in Cincinnati until 1861 when he volunteered in the Navy and was reinstated as Lieutenant Commander.

He married June 3, 17857, Katherine McClean, daughter of Andrew B. and Anne Eliza McClean of Norfolk, Virginia. Mrs. Parker was born in 1832 and died, after celebrating her golden wedding anniversary, in 1908.

CAPTAIN ROBERT WARING McNITT, U. S. N.

Robert Waring McNitt was born in Perth Amboy, New Jersey, on July 15, 1915, son of Robert J. and Dora (Waring) McNitt. He attended Perth Amboy High School, before entering the U. S. Naval Academy, Annapolis, Maryland, on appointment from his native state in 1934. Graduated and commissioned Ensign on June 2, 1938, he subsequently advanced in rank, attaining that of Captain, to date from July 1, 1956.

Following graduation from the Naval Academy in June 1938, he was assigned to the Navy yacht VAMARIE and as a member of the crew took part in the Newport-Bermuda ocean race. Later that month he joined the cruiser CHICAGO and in August 1939 was detached for fitting out duty in the USS RHIND, building at the Philadelphia (Pennsylvania) Navy Yard. He reported as Engineer Officer on board that destroyer when she was placed in commission on November 10, 1939. While he was attached to the RHIND, that vessel participated in escort operations in the North Atlantic, served with the British Home Fleet and was present during the invasion of North Africa at Casablanca.

From December 1942 until March 1943 he had submarine training at the Submarine Base, New London, Connecticut. Ordered to Scotland, he joined the USS BARB, which was later transferred to the Pacific War Area and completed five successful war patrols in Empire Areas of Japan. During these patrols she sank 80,000 tons of enemy shipping and after sinking an enemy transport rescued a number of British and Australian prisoners of war. He was awarded the Silver Star Medal, a Gold Star in lieu of a second similar award and the Navy and Marine Corps Medal. The citations follow in part:

SILVER STAR MEDAL: "For conspicuous gallantry and intrepidity as Assistant Approach Officer on board the USS BARB, during the Eighth War Patrol of that vessel in enemy Japanese-controlled waters, from May 21 to July 9, 1944. Furnishing his commanding officer with a continuous flow of information, (he) contributed directly to his ship's success in sinking five enemy

ships by torpedoes and two by gunfire. Undaunted by severe enemy countermeasures he aided in conducting successful evasive tactics . . . ”

GOLD STAR IN LIEU OF A SECOND SILVER STAR MEDAL: “For conspicuous gallantry and intrepidity . . . during (the BARB’s) Ninth War Patrol against enemy Japanese forces in the Pacific Ocean Area, from August 4 to September 18, 1944 . . . (He) rendered invaluable assistance to his commanding officer in pressing home daring gun and torpedo attacks against heavily escorted enemy shipping and combatant units, thereby contributing to the success of his vessel in sinking three enemy ships totalling 19,580 tons and 22,500-ton aircraft carrier and in damaging an additional 5,000-ton vessel. Continuing his valiant efforts throughout the patrol, he aided directly in evading enemy countermeasures and in returning safe to port . . . ”

NAVY AND MARINE CORPS MEDAL: “For heroic conduct as Officer-in-Charge of a Rescue Party, attached to the USS BARB during rescue operations in the Pacific Area, September 17, 1944. Following the sinking of an enemy transport carrying British and Australian Prisoners of War, (he) promptly supervised rescue operations and, fearlessly swimming through rough and debris-laden water to reach the exhausted survivors, succeeded in hauling several of them on board his ship before heavy seas and an approaching storm prevented further rescues. His courageous leadership, fortitude and grave concern for the welfare of others contributed to the saving of numerous lives . . . ”

He is also entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded the USS BARB.

Detached from the BARB in September 1944, he next had postgraduate instruction at the Postgraduate School, Annapolis, Maryland, and at the Massachusetts Institute of Technology at Cambridge, from which he received the degree of Master of Science. In June 1947 he reported as Gunnery Officer on board the USS MIDWAY and in December 1949 became Naval Assistant to the Technical Director of the Naval Ordnance Laboratory, White Oak, Maryland. He remained there until August 1952, after which he commanded the USS TAYLOR in active support of United Nations operations on both coasts of Korea and of the fast carrier task forces.

Assigned in November 1954 to the Bureau of Ordnance, Navy Department, Washington, D. C., he served as Head of the Armor Bomb Projectile Rocket Guided Missile Warfare and Ballistics Branch, Research and Development Division for fourteen months; was engaged in military applications for the

Director of Ordnance Sciences for six months and finally had duty as Assistant Director of the Research and Development Division (Plans and Programs). From August 1957 until June 1958 he was a student at the Industrial College of the Armed Forces, Washington, D. C., and the next month became Commander Destroyer Division THREE HUNDRED TWENTY TWO. In July 1959 he reported as Commanding Officer and Director of the Atlantic Fleet Anti-submarine Warfare Tactical School, Norfolk, Virginia.

In addition to the Silver Star Medal with Gold Star, the Navy and Marine Corps Medal, and the Presidential Unit Citation Ribbon with star, Captain McNitt has the American Defense Service Medal; American Campaign Medal; European-African-Middle-Eastern Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; Navy Occupation Service Medal; China Service Medal; National Defense Service Medal; Korean Service Medal; and the United Nations Service Medal. He also has the Korean Presidential Unit Citation.

His official home address is 486 Sycamore Avenue, Shrewsbury, New Jersey. He is married to the former Barbara MacMurray of San Francisco, California, and they have two sons, James Allerton and Robert Waring McNitt, Jr. Captain Robert Waring McNitt is a graduate of Perth Amboy High School 1933. He attended Middlesex Junior College 1933-1934. He is the oldest of the four McNitt brothers. The others in order of age are: James, David, Edward Waring and Douglas. The McNitt family were members of St. Peter's Episcopal Church. All the boys were members of the boys' choir, and all of them served as acolytes.

JAMES DAVID McNITT was born July 13, 1917, was graduated from Perth Amboy High School in June 1934; attended Middlesex Junior College 1934-1935; attended Antioch College 1935-1939 winning B.S. degree; attended Graduate School of Mass. Inst. of Technology 1939-1941; awarded M. S. degree in Chemical Engineering; Assistant Professor, M. I. T. Practice School 1941-1944: Present position, Vice President and General Manager of Bristol Laboratories at Syracuse, N. Y.

EDWARD WARING McNITT was born October 8, 1919, was graduated from Perth Amboy High School in June 1936; Middlesex Junior College 1936-1937; Harvard University 1937-1941; R.O.T.C. Field Artillery, awarded degree B.S., and commissioned Second Lieutenant in U. S. Army, serving 1941-1946;

discharged as Major; helped convert from horse drawn to motor drawn artillery at Ft. Bragg; organized and trained batteries for combat at Ft. Sill; served in combat in Italy. Harvard Business School 1946-1947, awarded degree "Master of Business Administration with Distinction" and was named a "Baker Scholar"; present position: administrative position in "Foods Division" of the Proctor and Gamble Company at Cincinnati.

DOUGLAS McNITT was born November 7, 1921; was graduated from Perth Amboy High School in June 1939; Pingry Day School 1939-1940; University of Rochester, 1940-1941; Casey Jones School of Aeronautics, 1941-1942; serviced fighting planes for the Navy and Marine Corps as an employee of Eastern Aircraft Corp. 1942-1944; enlisted in the Marine Corps in June 1944 and served as mechanic and flight engineer 1944-1946; Rutgers University 1947-1950; awarded the degree of Bachelor of Arts; is in private practice as a boat surveyor.

CAPTAIN THOMAS A. CHRISTOPHER, U. S. N.

Thomas Aloysius Christopher was born in Perth Amboy, New Jersey, on May 24, 1911, son of Thomas A. and Estelle L. (Rankin) Christopher. He attended high school in Perth Amboy and the Cochran-Bryan Preparatory School, Annapolis, Maryland, before entering the U. S. Naval Academy on appointment from the Third Congressional District of New Jersey in 1929. Graduated and commissioned Ensign on June 1, 1933, he subsequently advanced in rank, attaining that of Captain, to date from March 1, 1952.

Following graduation from the Naval Academy in 1933, he had two years duty in the cruiser MEMPHIS and in June 1935 reported for flight training at the Naval Air Station, Pensacola, Florida. He was designated Naval Aviator on June 12, 1936 and the next month joined Scouting Squadron 11-S of the Fleet Air Detachment based at the Naval Operating Base, Norfolk, Virginia. On July 1, 1937, that squadron was assigned to the USS INDIANAPOLIS and re-designated Cruiser Scouting Squadron 6. In June 1938 he transferred to the USS LANGLEY for duty with Patrol Squadron II and a year later was assigned to Patrol Squadron 4 (redesignated Patrol Squadron 22), based on Pearl Harbor, Territory of Hawaii.

In May 1941 he joined Patrol Squadron 21 (at Pearl Harbor) and was stationed at the Advanced Base on Midway Island when that island was attacked by the Japanese on

December 7, 1941. Patrol Squadron 21 was deployed to Perth, Australia in March, 1942, where, with the remnants of Patrol Wing Ten evacuated from the Philippines and Patrol Squadron 22, it was reorganized as Patrol Squadron 101. "For meritorious achievement . . . as Plane Commander of a Patrol Bomber Plane during operations against enemy Japanese forces in the Pacific War Area from December 7, 1941 to June 20, 1942 . . ." he was awarded the Air Medal. The citation continues in part:

"Completing his fifth mission during this period, (he) carried out search flights in the vicinity of Midway Island and the Bismarck Sea and contributed materially to the success of his squadron . . ."

Between April and November 1942 he was Executive Officer of Headquarters Squadron 10, based on Perth, Australia, after which he commanded the seaplane tender CHILDS. In October 1943 he reported as Operations Officer on the staff of Deputy Commander Fleet Air Wing 10 and two months later became Commanding Officer of Patrol Squadron 34. Under his command that squadron participated in "Black Cat" operations and in search and rescue missions for the FIFTH Air Force in the New Guinea and Bismarck Sea areas. He was awarded the Navy Cross and a Gold Star in lieu of a Second Navy Cross and cited in part as follows:

NAVY CROSS: "For extraordinary heroism as Commander of a PBV-5 Aircraft during action against enemy Japanese forces in the Bismarck Sea on the nights of December 31, 1943 and January 22, 1945. Operating in the vicinity of strongly defended Japanese bases, Commander Christopher pressed home close-range attacks, flying in at extremely low level and striking fiercely. Despite adverse weather conditions, enemy aircraft and heavy, accurate anti-aircraft fire which damaged his plane on both occasions, he succeeded in inflicting serious damage on Two Japanese warships . . ."

GOLD STAR IN LIEU OF THE SECOND NAVY CROSS: "For extraordinary heroism as Commander of a Flight of five PBV-5 Planes during action against enemy Japanese forces in the Bismarck Sea Area, January 15, 1944. Locating a large, strongly escorted enemy convoy, Commander Christopher pressed home a masthead attack at extremely close range, inflicting extensive damage on the enemy vessels. Braving intense heavy and light anti-aircraft fire, as well as enemy aerial opposition in the vicinity, he brought his flight in low over the convoy and personally destroyed one 6,800 ton merchantman while the remainder of his flight destroyed two more. By his bold tactics

and daring leadership he contributed immeasurably to the success of the mission and to the ultimate destruction of vital Japanese shipping in the area . . . ”

He was also awarded Gold Stars in lieu of the Second and Third Air Medals for completing his tenth and fifteenth missions while attached to Patrol Squadron 34 and is entitled to the Ribbon for, and a facsimile of the Presidential Unit Citation awarded that squadron.

He was assigned to the Office of the Deputy Chief of Naval Operations (Air), Navy Department, where he served in the Aviation Flight Division from June 1944 until September 1945, and after fitting out duty in the escort carrier PALAU became Executive Officer upon her commissioning. Detached from that escort carrier in October 1947, he next reported as Operations Officer at the Naval Air Station, San Diego, California, where he remained until July 1950. He then reported to the Commander Fleet Air Wings, Pacific, at Whidbey Islands and was assigned as Officer-in-Charge, Fleet Air Detachment, Seattle, Washington and in February 1951 joined the USS PRINCETON as Executive Officer.

He received a Letter of Commendation with authorization to wear the Commendation and Combat “V,” from the Commander SEVENTH Fleet “for meritorious achievement as the Executive Officer of the USS PRINCETON during the sustained operational activities of that vessel as flagship of Commander Carrier Division FIVE and Commander Task Force SEVENTY-SEVEN against the enemy North Korean and Chinese Communist Forces from June 1 to August 15, 1951.” He is also entitled to the Navy Unit Commendation awarded the USS PRINCETON.

He was Head of the Distribution Detail Section, Aviation Personnel Division in the Office of the Chief of Naval Operations from January 1952 until July 1954, after which he was a student at the Naval War College, Newport, Rhode Island. Completing the course there in June 1955, he then joined the staff of the Supreme Allied Commander, Atlantic, and in November 1957 assumed command of the attack aircraft carrier ESSEX.

In addition to the Navy Cross with Gold Star, the Air Medal with two Gold Stars; the Commendation Ribbon; the Presidential Unit Citation Ribbon; and the Navy Unit Commendation Ribbon, Captain Christopher has the American Defense Service Medal, Fleet Clasp; the American Campaign Medal; the Asiatic-Pacific Campaign Medal with four stars; the World

War II Victory Medal; the Navy Occupation Service Medal; the National Defense Service Medal; the Korean War Service Medal; and the United Nations Service Medal. He also has the Korean Presidential Unit Citation.

His official home address is 73 Center Street, Perth Amboy, New Jersey. He is married to the former Catherine Anne Coleman of Bremerton, Washington and they have five children. He is a member of Simpson Methodist Church. He is a graduate of Perth Amboy High School, 1928.

CAPTAIN JOSEPH F. DEEGAN

Joseph Deegan is a member of a prominent Perth Amboy family. A sister, Agnes, deceased, was a teacher. Two sisters, Sarah and Margaret live at 165 Rector St., Perth Amboy. Miss Margaret is a teacher. Two brothers, Michael and James are deceased. Michael was an employee of the Board of Education for thirty years and was a veteran of World War I. They are members of St. Mary's R. C. Church.

Joseph Francis Deegan was born in Perth Amboy, New Jersey, on June 5, 1892, son of William and Margaret Ireland Deegan, both now deceased. He attended Lafayette College in Easton, Pennsylvania, and received the degrees of Bachelor of Arts and Bachelor of Laws from Columbia College, New York City, and Columbia Law School, respectively. He entered the Naval Service on May 1, 1917, shortly after the United States declared war on Germany, and served at a Chief Yeoman in the Office of the Censor at the U. S. Naval Training Center, Pelham Bay, New York, throughout World War I and until March 17, 1919. He is a graduate of Perth Amboy High School.

Commissioned Ensign in the U. S. Naval Reserve Force, to date from March 1, 1919, he served until September 19, that year, as Assistant to the Supply Officer of the USS CALLAO. Released from active duty, he was Supply Officer of the Organized Reserve at Perth Amboy until December 1, 1940, except for a period from April 1, 1921 to December 29, 1921, when he was out of the Reserve. Called to active duty during the National Emergency prior to World War II, he was assigned from December 1, 1940, until May 1, 1941, to the Navy Yard, New York. There he served as Assistant Supply Officer, with additional duty concerning Labor and Transportation, in the rank of Lieutenant Commander, SC, USNR.

He was at sea during the period May 1, 1941 to April 15, 1942, as Supply Officer on board the USS LEONARD WOOD

(APA-12), then had a year's duty as Officer in Charge of the Commissary Store at the Navy Yard, Philadelphia, Pennsylvania. During the latter period of the war he was Commissary Officer of the Naval Training Station, Sampson, New York, being transferred in August 1946 to similar duty at the Naval Training Station, Bainbridge, Maryland. He returned to New York City in July 1947, and served as Navy Market Officer there for almost four years. Detached in April 1951, he served until his retirement, in the rank of Captain, USNR, on February 1, 1954, as the Supply and Commissary Officer at the Naval Training Station, Great Lakes, Illinois.

Captain Deegan has the Victory Medal with Bronze Star for World War I; the Naval Reserve Medal with two Bronze Stars (for thirty years' service in the U. S. Naval Reserve); the American Defense Service Medal with Bronze "A"; European-African-Middle Eastern Campaign Medal; American Campaign Medal; Asiatic-Pacific Campaign Medal; World War II Victory Medal; and the National Defense Service Medal.

Captain Deegan and his wife, Helen Murray of New York City, reside at 75 Lewis Street, Perth Amboy, New Jersey. They have three children, Lt. Commander Joseph F. Deegan, Jr., USNR.; Mary Margaret Deegan and Catherine Ann Deegan. In Civil life, Captain Deegan is an Attorney in Perth Amboy, having been a member of the New Jersey Bar since October 1918. He is Counselor at Law and Special Master in the Court of Chancery, and has been admitted to the Federal Bar. He is also Chairman, Edison Commission, in the State of New Jersey.

LIEUTENANT COMMANDER JOSEPH F. DEEGAN, JR., U. S. NAVAL RESERVE

Joseph Francis Deegan, Jr., was born in Perth Amboy, New Jersey, on January 19, 1924, son of Captain Joseph F. Deegan, SC, USNR, Ret., and Mrs. (Helen Murray) Deegan. He received his early education in Perth Amboy, and holds the degrees of Bachelor of Arts from the College of the Holy Cross, Worcester, Massachusetts, and Bachelor of Law from Boston College Law School, Chestnut Hill, Massachusetts. He is a graduate of St. Mary's High School.

Enlisting in the U. S. Naval Reserve on July 1, 1943, while in college, he reported for active duty on July 1, 1943, and had instruction until June 27, 1944, when his enlistment was terminated so that he could accept appointment as Ensign, USNR

on June 27. He was promoted to Lieutenant (jg) on January 1, 1946, and was released from active duty under honorable conditions on July 4, 1947. He subsequently attained the rank of Lieutenant Commander, to date from November 1, 1955.

From June to October 1944 he was assigned to Motor Torpedo Boat Squadrons Training Center, Melville, Rhode Island, for instruction. He then reported to Motor Torpedo Boat Squadron 25, and from January to September 1945, in the latter period of World War II, was Executive Officer of the USS PT-344. After the Japanese surrender he had a month's duty as Boat Captain of USS PT-351, and from October to December 1945 served as Boat Captain in MTB Squadron 40. In December 1945 he reported to the U.S. Naval Shipyard, Subic Bay, Philippine Islands, where he served for six months as Assistant Yard Supply Officer. In June 1946 he joined Organized Surface Battalion 3-3, in Perth Amboy, New Jersey, and served as Officer in Charge of USS PC-1186 until May 1947. He then reported to the U.S. Naval Receiving Station, Brooklyn, New York, for separation processing, and was released to inactive status in U.S. Naval Reserve in July 1947.

Lieutenant Commander Deegan has the Naval Reserve Medal; the American Campaign Medal; and the World War II Victory Medal. He and Mrs. Deegan, the former Mary Brew, and their son, Joseph Francis Deegan, III, reside in Perth Amboy, New Jersey, at 38 Market Street. Lieutenant Commander Deegan is a member of the Raritan Yacht Club, in Perth Amboy, and of the Seaside Park Yacht Club, Seaside Park, New Jersey. In college he was Vice Commodore of his College Yacht Club and a member of the team which won the New England Inter-collegiate Yacht Racing Championship in 1943; he was awarded his college letter for Sailing. He was also News Editor of the college paper, The Tomahawk.

LIEUTENANT COMMANDER GEORGE A. DALTON

Lieutenant Commander George A. Dalton is a member of the well-known Dalton family. His parents are Edward J. and Ellen Scully Dalton. He graduated from St. Mary's High School (Perth Amboy), 1928 and Fordham University, 1932. He has a master's degree from Seton Hall University. He has three sisters, Mrs. Walter Wood, Mrs. Joseph De Costa and Miss Margaret, and two brothers, Gerard who is Director of Traffic, N. J. Bell Telephone Co., and Rev. Edward Dalton, pastor, Our Lady of Victories Church, Sayreville, N. J.

George A. Dalton, 144 Rector St., Perth Amboy, N. J., was commissioned an Ensign in the United States Navy on April 20, 1942. Graduated from Harvard University Naval Indoc-trination and Communications School. Also from the Bureau of Naval Personnel Educational Services School.

Served as Executive, Air Combat Intelligence, Communica-tions and Educational officer with Bombing Squadron 130, L. T. A. Squadron 41, Fleet Airship Wing 2, Commander Fleet Airship Wing 4, U. S. N.-P. S. C. Fourth Naval District and U. S. N.-P. S. C. Third Naval District.

Separated from the U. S. Navy on August 3, 1946 with the rank of Lieutenant Commander.

Completed graduate courses at Columbia and Rutgers Uni-versities.

Employed as a high school teacher by the Perth Amboy, N. J., Board of Education in 1935. A military leave of absence was granted from April 1942 to August 1946. Returned to the Faculty in September 1946 and continued as a teacher until appointed as Principal of School No. 1 in June, 1952. Presently, serving as Principal of School No. 1 in Perth Amboy. He mar-ried Virginia Rowan. They have three children.

LIEUTENANT JOHN J. QUINN, JR.

John J. Quinn, Jr., was born in Perth Amboy, Sept. 29, 1922, son of John J. Quinn and Mrs. Florence Donegan Quinn. Lieutenant Quinn's father is a banker and realtor. He is a former president of the Perth Amboy Board of Education, and former Post Master. Arthur Quinn, deceased, Lieutenant Quinn's uncle, was a New Jersey State Senator and a prominent union labor leader. Florence Donegan Quinn was a school teacher, and later was a leader in club and civic work. John Quinn, Jr., has one sister Emily (Mrs. John McCarthy) a school teacher. The Quinns are members of St. Mary's R. C. Church. John Quinn, Jr., married Bernadette Moloney. They have five children.

Education: Fordham University, New York, N. Y., 1939-1943 A. B. degree, majoring in economics.

Attended N. Y. U. School of Retailing, 1947-1948.

Military Service: Entered U. S. Naval Reserve as an en-sign, May, 1943. Attended U. S. Naval Indoc-trination and Com-munications School at Harvard for six months. . . . Served

aboard troop transports as Communications Officers for two years. Division Officer, Ships' Service, U. S. Naval Separation Center, Lido Beach, Long Island for six months. Released to inactive duty in May, 1946 with rank of lieutenant.

Business Career—1956-present: Springs Mills, Inc., manufacturers of sheets and other cotton textiles—Assistant Sales Manager.

1952-1956: Gimbel Brothers, Philadelphia, Pennsylvania—Buyer of Linens, Towels and related items.

1946-1952: B. Altman and Co., New York, N. Y.—Assistant Buyer.

LIEUTENANT JOHN WAVERCZAK

Lieutenant John Waverczak was born in Perth Amboy, the son of City Marshal John Waverczak (deceased) and Mrs. Anna Waverczak. Lieutenant Waverczak is a graduate of Perth Amboy High School, 1938. He enlisted in the U. S. Navy as an apprentice seaman, and rose to the rank of Lieutenant.

He was promoted to radar man at the Navy Training Station, Newport, R. I. He served on the USS ANTHONY DD 515 DESTROYER in the American theatre and the Pacific theatre and was on combat duty in the Solomon Islands.

He was assigned to Navy Officer School: Attended Worcester Polytechnic Institute, Worcester, Massachusetts, Mt. St. Mary's, Emitsburg, Maryland, and Columbia University Midshipmen School.

On July 5, 1945 he was commissioned Ensign. He served in the office of the Supervisor of Shipbuilding, Port Newark, N. J. On December 12, 1945 he was separated from duty. On Oct. 24, 1946 he was assigned to Reserve, 26th Division, 3rd Battalion, U. S. Naval Reserve, Perth Amboy. On December 31, 1948 he was promoted to Lieutenant, Junior Grade.

He married Evelyn Sylg. They live in Morristown, N. J. They have two children. Lieutenant Waverczak has three sisters: Mrs. M. Joseph Duffy (Middlesex County Clerk) Perth Amboy; Mrs. Breninski, wife of Edward Brevinski, M. D., of Perth Amboy; and Mrs. Arthur Sorano of Maplewood, N. J.

This writer has not been able to obtain full information from Washington about Amboy Navy men. It is probable that some names are missing from this chapter.

* * *

“Eternal Father, strong to save,
Whose arm hath bound the restless wave,
Who bid’st the mighty ocean deep
Its own appointed limits keep:
O hear us as we cry to Thee
For those in peril on the sea.”

WILLIAM WHITING, 1860.

I am indebted to F. Kent Loomis, Captain (Retired) Assistant Director of Naval History, Dept. of the Navy, for furnishing official information about Perth Amboy Navy men.

CHAPTER XV

PERTH AMBOY, PAST AND PRESENT

Mayor Charles Seanman's Letter to the Chamber of Commerce read at Packer House, Wednesday evening, February 12, 1902.

W. L. Brown, *Secretary*,

"CHAMBER OF COMMERCE,

Dear Sir:

I called twice at your office to thank you for the invitation received to attend the first annual dinner of the Chamber of Commerce, and to explain that its being held on Ash Wednesday, would prevent my being present, but failed to find you in.

"The past and present of Perth Amboy, extending over a period of centuries, offer a fine topic for discussion, and open up a wide field for the chamber to use its efforts to better conditions in the future.

"Perth Amboy has a past. Whole pages of history, many years of peaceful existence remind us of that past.

"The Aborigines early recognized the facilities afforded at Amboy point for salt water bathing and feeding. The tribes from the rolling hills of Matouch-en and the sweet water stream of Pis-cat-aquarh on their pilgrimages to this locality, when they "treated" the round clams, and dug the long clams, learned that such a diet was a sure cure for the tired feeling induced by a steady round of game dinners. And when at Sandy Point they laid those clam shells down in the sand, and built a fire on their backs, they there inaugurated the first "Indian Clam Bake" which we old residents of the place still copy, enjoy and render thanks for the invention.

"The then unpolluted waters of Raritan Bay afforded good fishing. A custom house was established in 1694. I myself have looked over the records of the present custom house as established under the constitution as far back as 1789. In 1756 Perth Amboy and Trenton were the stations on the principal

stage line from Philadelphia to New York. Our city hall was built as a court house in 1767 and bids fair to live out its second century of usefulness.

“Of the prominent provincial families, Nevill, Johnstone, Burnet, Willocks, Harrison, Stevens, Truxtun, Skinner, Angus, Lewis, Marsh, Bruen, Parker, Kearny, the city retains few representatives, but has with commendable taste retained a memorial in the names of streets.

“We have immense manufacturing concerns about us, the commerce of many lands is handled within our borders, the great trusts of the country here find congenial surroundings, and many looking for sites for new business ventures are investigating our advantages.”

OYSTERS

Countless years before the first white men, the Dutch, came here, the waters along the Raritan Bay shore line were covered with great oyster beds. Oysters were an important part of the food of the Leni Lenape, who lived on the site of this city. Indians from inland came to gather oysters and to hold great tribal feasts along the shore.

In colonial times and into the present century the oyster industry flourished in the Amboy area. Before it disappeared at the coming of industrialization, the oyster business was of great importance. It was the source of income for many of the people. Raritan Bay oysters were of the finest quality. Great quantities of Perth Amboy oysters were sold in New York. For a long time the streets of the city were paved with broken or ground oyster shells.

There was great rivalry between New Jersey and New York oystermen. Boats were destroyed along the Perth Amboy shore. New Yorkers raided the oyster beds and took boat loads of oysters. For many years the trouble continued.

Perth Amboy oystermen had a considerable fleet of oyster boats. Shells were dumped into the bay. So great was the amount of shells dumped into the water that it was feared that the channels would be blocked to such an extent that the passage of larger ships would be endangered.

NEW YORK GAZETTE, 1810

“For sale and possession given immediately. That beautiful farm at Amboy, known by the name of the Brighton Farm, adjoining the farm of Andrew Bell, Esq., and Brighton-House, containing about 110 acres. There are several handsome building spots on this farm, and an excellent, orchard, and the fishery on the Raritan, in front of the farm, and appertaining to it, is very valuable for laying down oysters. For particulars apply to Andrew Bell, Esq., or John Patrick, at Amboy, or to Isaac G. Ogden & Co., 44 Wall St., New York.”

PIRATES

Reports of the raids being made on commerce by Captain Kidd were brought to Perth Amboy in 1669 by incoming ships. These reports credited Kidd and his bloodthirsty band as scouting off the New Jersey banks in search of fresh prey and with concealing large casks of his ill-gotten treasure among the sand dunes and marshes close to Perth Amboy.

Alarmed by these reports, which dependable witnesses averred were true, Governor Basse issued a proclamation authorizing Kidd's arrest and the detention of his vessel.

Armed privateers sought Kidd in the waters hereabouts without finding any definite trace of him. Then came reports of Kidd's execution. The wide publicity given to the exploits of the pirate and the golden treasure he was said to have from his victims, worked on the imagination of the populace and encouraged some of the more irresponsible to emulate him. At one time it was stated “upwards of 1,500” of these imitators infested the waters of Perth Amboy and its vicinity, which was doubtless an exaggeration of their true number. There is no reason to believe that Captain Kidd ever came near Perth Amboy. The true stories of Kidd's raids on ships along the Atlantic coast as far north as Maine led to rumors of buried treasure “among the sand dunes and marshes close to Perth Amboy.” Those rumors became legends, but without foundation or known facts.

PIRATES

“Publick Notice is hereby given that one John Wilson, Mariner, being on board the Sloop William, William Fraser, Master, belonging to Amboy, which was taken by the pirates, the said Wilson was forced on board the pirate sloop against his will, and when the Man-of-War took the pirate sloop, he was carried along with the rest of the pirates and put into prison in Rhode Island.”

CHAPTER XVI

INDIANS

Not many Indian tribes of the United States have a background as sharply etched as the Delawares or Lenapes who inhabited New Jersey before the white man. Their history is embodied in a pictographic epic called the Walam Olum or red score which was recorded in picture writing etched in red on white birch bark.

The Indians of New Jersey called themselves by the name Lenape. The pronunciation is "le-nah-pay," with a slight emphasis on the second syllable. A common usage of the name in early literature is Lenni Lenape. In more recent times, the Indians said "Len Lenape" to emphasize the name. In the Indian, as in many languages, it was the practice to repeat the first syllable for emphasis and sometimes an intervening syllable was added, as in Lenni Lenape, but the name in common usage should be Lenape. The English called the Lenapes, Delawares.

Few direct descendants of the New Jersey Indians are here today. There is, however, a settlement at Muncie Town, Ontario, Canada, where some of the Lenape tribe still exist.

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HOW LENAPES FOUND THEIR FOOD

While the Lenape Indians who roamed over New Jersey before white men came were great hunters, they also were good agriculturists, considering the primitive tools with which they had to work. They grew corn, beans, tobacco, sunflowers, melons, pumpkins and squash, and ate many other things which grow. The field and patches were planted and attended by squaws, children and the old men while the young braves did most of the hunting and fishing.

Two types of implements were used in digging up ground for planting, a hand hoe and a hoe fastened on a wooden handle. The blade of stone or a large plate from the back of a sturgeon set at an acute angle to the handle and fastened with bark or sinew made up this latter implement. A hand hoe consisted of a stone blade with the arm of the operator taking the place of the wooden handle.

Corn was planted in hills as were soup beans, pumpkins or squash. Dead fish were sometimes used for fertilizer. Usually a shad was placed in each hill since the fish was available at planting time. While the Indians did some cultivating, the crop was generally left to itself. Some attention was necessary from the time the corn was in milk, however, since animals and birds had to be kept away. Ground hogs, racoons and skunks were much more of a pest then than now. Consequently, the fields were guarded night and day. Great flocks of crows and blackbirds (grackles) frequented the fields daily. A covered dome-shaped structure often stood in the field reaching up above the mature corn. From this vantage point old men would guard the field by shouting or beating a drum.

Explorers searching for minerals would take gifts of seeds with them. Among these were included seeds of the apple, peach and pear so that Indian villages soon had these trees growing around them. The apple was especially prized since the Indians were very fond of its juice. One story is told that a Swedish missionary in preaching to the natives recounted how Adam was tempted by Eve's giving him an apple, "the forbidden fruit." He continued with a sermon on sin and man's responsibility. When the preacher had finished an old Indian arose and spoke out, "What you have told us is all very good. It is bad to eat apples. We make them into cider."

The shelters of the Indian along the Atlantic coast should not be confused with the tepees of the plains. The tepee was adapted to windswept flat lands. This inverted cone could be

set up and taken down quickly and the poles and skins could be used as drags. The Lenape woodland people lived in a wigwam, a house about three times the length of its width, made of sticks set in the ground about 30 inches apart opposite each other and bent over at the top to make a vaulted roof. Four pairs of these supports made up the framework of the house. There were cross bars on the sides and a covering of chestnut bark overlapping like weather boards.

Skins and grass matting also were used as coverings. Shocks of cornstalks were braced against the outside in order to make the area over the ground floor warmer. There was a pit fire in the center of the floor with a hole in the roof directly above to emit the smoke. Low platforms built lengthwise along the sides provided sleeping conveniences.

LENAPE CHIEFS

The government of the Lenape Indians was as simple as their religion. They believed in one supreme God, called Manitto, who rules their spiritual lives with the help of lesser Gods called Manittowuk. Each tribe had its own chieftain and an advisory council of elders whose duties were to discuss and approve all undertakings. The chief of the Unamis, who inhabited Central Jersey, was considered the leader of the entire tribe including the Munsees to the North and the Unalachtigos to the South.

The keynote of the Lenape government was liberty but the powers of the chiefs were decidedly limited. In pioneer days, the native villages were known as kingdoms. Populated by groups of 50 to 125 Indians. They had their own territorial boundaries in various parts of the state and a common agreement that they could trespass upon one another's lands.

There were women herbal doctors who gave potions which were said to have had great virtue as curatives. Boneset, an Indian remedy widely used by the early white settlers, was administered as a tea for ailments of the stomach. Skunk oil and molasses were believed good for a cold and rattlesnake oil was rubbed on as a relief for stiff joints. Manny Indian remedies were good.

In the annals of the American Indian no name stands so high in the esteem of both redman and colonist as that of Tammany, sakima of the Unami Lenape, king of the Delawares, who was known during the Revolutionary period as Saint

Tammany, patron saint of America. While much of his life is filled with legendary lore there is a great deal that can be placed in the category of factual history. The first official transaction between William Penn and the Indians was entered into by Tammany as the great leader of his people.

It was agreed by William Penn, the foremost friend of the Indians, and Tammany, "the affable," that

"We will be brethren, children of one father. If the Indian or the Christian shall harm the one or the other, complaint shall be made by the suffered that right might be done and when right is done the wrong shall be forgotten. We will transmit this league between us to our children. It shall be made stronger and stronger, and be kept . . . while the sun, moon, and stars endure."

This transaction was known as the "Great Treaty." Voltaire aptly called it "the only treaty never sworn to and never broken." The signing took place under the great elm at Shakamaxon, now within the limits of Philadelphia on June 23, 1683.

The Great Tammany was the third in a line of chieftains by that name. There seems to be some relation between tam-aque (beaver), the animal most respected by the Indian, and the root of the word Tammany. He lived along the Neshaminy Creek in Bucks County, Pa., for many years and his dominion extended over practically all of what is now New Jersey.

INDIANS IN JERSEY TODAY

The 1940 census of New Jersey showed 211 Indians living in this state. The number probably is about the same today. These are honest-to-goodness Indians who have come here from various sections of the country. It is safe to say that they represent some 20 different tribes including Sioux, Kickapoo, Iroquois, Abnaki, Navaho, Hopi, Seminole and Cherokee. We know of no full-blooded Lenapes, the original Jersey Indians, living here now.

JUNE 23, 1727

WEQUALIA

This day was held a Special Court for trying of Wequalia, an Indian King. He was found guilty of the murder of John Leonard, late of this Place, and accordingly received Sentence

of death in the presence of a great number of Christians, and about 20 Indians, the latter of which were well pleased at the justness of his sentence, and said that he had his deserts, he should have received a reward like this long ago for the murdering of several of them. And the interpreter being (two days before the trial) in Company with three other Indian Kings, who were attended by 50 others of their most principal men, the said interpreter desired to know of them, what they intended to do for said Wequalia, or whether they had any message to send by him or not, to whom after they had by themselves considered of the affair, they said, "We have thought of this matter, and desire you will tell Wequalia, that we neither have nor intend to do anything in this affair, it is he that has wronged the English, and not us, and therefore he must make them satisfaction without expecting any assistance or hearing any more from us." Which message the interpreter faithfully delivered unto the said Wequalia, at his trial not having an opportunity to do so sooner, and on Friday next he is to be executed at this place, whose wretched example we hope will deter all his Indian spectators from committing any acts of the like kind.

OCTOBER 28, 1758

MAKING AN INDIAN TREATY

Perth Amboy, October 28, 1758.

This day His Excellency the Governor returned from the treaty as Easton, where he had been attending with the governor of Pennsylvania, near three weeks. There were present at the treaty 500 Indians, about 200 of which were chiefs and warriors, and 13 different nations, namely the 8 confederate nations, viz, the Mohawks, Onondages, Senecas, Oneidas, Cayugas, Tuscaroros, Nanticokes, and Conoyes, now united into one; and the Tuteloes; and five nations dependent on the Confederates, viz: The Delawares, Unamies, Minisinks, Opings, and Mohicons. There were also present 2 Indians settled on the Ohio who brought a message in writing signed by 15 chiefs of the Ohio Indians, expressing their desire to have peace with the English, and their intention to accede to this treaty.

In the course of this treaty, His Excellency our Governor, satisfied all Indians that had or pretended to have any claim of lands in the Province of New Jersey, except English or private rights; And releases thereof were executed and acknowledged in the presence of several of the chiefs of the confederate

nations, who attested the same, and were afterwards published in open council: And His Excellency Governor Bernard gave a little belt to the confederate chiefs, to be a perpetual memorial, that the Province of New Jersey was now wholly discharged from all Indian claims.

Note: New Jersey is one of the few states that acquired most Indian rights to lands by purchase.

CHAPTER XVII

BOND SERVANTS

Master and servant cases were frequently before the Colonial courts. In practice there was in some cases but little difference between the status of a slave and an apprentice servant. Apprenticed or indentured servants were bound to serve a master for a specified time. Sometimes the term "bond servant" was used. Some of the apprenticed servants in the colonies had agreed to serve in payment for their passage from Scotland or England.

Mary Lawrie, widow of Gov. Gawen Lawrie, sued Capt. Thomas Codrington, 1688, for the trover of a Negro slave named Robin Hudd. (Shade of the Sheriff of Nottingham! And where were Little John and Friar Tuck?) The jury decided against Mrs. Lawrie. At the next session Myles Forster brought suit against the same Capt. Codrington for unlawfully holding the same Robin Hudd. The jury awarded the servant to Forster.

(Miller, George J., *YE OLDE MIDDLESEX COURT*, 1932 pp. 43-44).

Some Indian boys and girls were kept as slaves. An Indian girl named Maria had been sold to Captain Andrew Hamilton in 1692. (Governor of East Jersey, 1692-1697.) Maria had been apprenticed to Robert Vanquillan for ten years from July 1690. She was ordered to appear in court. Thomas Gordon gave bond for her appearance. The court discharged Gordon from his bond and awarded the girl to be delivered to Capt. Hamilton.

(Miller, Geo. *Ibid.* p. 44.)

David Jamison was banished from Scotland. He was one of a group of men who published a manifesto under date of April 27, 1681. In it they renounced all authority throughout the world and all who were in authority, civil and religious. Jamison, on his arrival, probably in 1685, became bound to a Mr. Lockhart, in Woodbridge, and by him to Mr. Clark of New York. David Jamison was a man of great ability. He gave up his queer ideas and became a useful and prominent man. His master allowed him to earn money to redeem himself by teaching school. He was employed in the office of the Secretary of the Province of New York, studied law, and was admitted to the bar. When Robert Hunter came to Perth Amboy in 1710 as Governor

of New York and New Jersey he selected Jamison to be Chief Justice of New Jersey. In 1707 he had distinguished himself by defending Rev. Francis Makemie, the Presbyterian Clergyman, whom Governor Lord Cornbury arrested for preaching without a license. He became zealous in the cause of religion, and was one of a group of men who organized the First Presbyterian Congregation in New York. In 1716 his charge to a grand jury was made up, to a considerable extent, of passages from the Bible.

—Whitehead pp. 38-40.

JUNE 30, 1729

SERVANT RUN AWAY

An indented servant man, named James Roberts, is run away from William Bradford's Paper-mill at Elizabeth Town in New Jersey. He is a middle-sized well set young fellow, about twenty years of age, has dark brown hair, some-what curled, round visage, gray eyes; one of his fore-fingers is crooked. He wears a brown wastecoat with black buttons, a homespun linen jacket, a light colored new drugget coat, lined with dark shalloon, a pair of leather breeches, and a pair of new home spun linen ones, a pair of thread stockings, pump shoes; a good beaver hat, two new homespun shirts and an old one; his hat has neither buttons nor loops. He is a west countryman, has been about one year in the country, and is a paper-maker by trade.

This James Roberts is supposed to be run away in company with John Hill, a strong well set fellow, who says he came from Boston, and has a homespun pea-jacket with metal buttons, a sort of jersey, with an old slouching hat, and in a poor habit.

Whoever can take up and secure the said James Roberts, and give notice to William Bradford in New York, or to Andrew Bradford, in Philadelphia, or to John Barclay in Perth Amboy, they shall have fifty shillings, and all reasonable charges.

Copied by Miller, George J.

APRIL 5, 1724

A RUNAWAY SERVANT

Run away about the middle of March last from Stephen Warne of the City of Perth Amboy in the Province of East Jersey, a lusty well set servant man, aged about 26 years, and is a Scotchman, his name is John Robeson, he had on a felt

hat, a striped Holland jacket, a home-spun shirt, a pair of purple leather breeches, and yarn stockings, shoes half worn, and he is very apt to get drunk and quarrelsome.

Whoever takes up the said servant so that his master may have him again, shall have twenty shillings as a reward besides reasonable charges paid by me.

Stephen Warne. Kearny Scrap Book.

SEPTEMBER 2, 1731

A RUNAWAY SERVANT

Run away from Perth Amboy on the 13th of last month, a servant named Duke Tinston, aged about 35 years, of a pale sandy complexion and low stature, he has ordinary apparel having on when he went away an old osnabrigs shirt, jacket and breeches, and also an old hat. He speaks the West Country English, seems sickly and dejected, having the fever and ague; he arrived lately from Nevis, and is supposed to have a counterfeit pass to travel as a sailor towards Burlington or the lower counties. Whoever secures the said servant and gives notice thereof to Mr. Andrew Johnston, merchant, in Perth Amboy, or to Robert King, Esq., of the same place, shall be duly rewarded by either of them.

MAY 24, 1757

RUNAWAY INDIAN SLAVE

Runaway, from Friend Lucas, at the Mines, near Second-River, an Indian slave, called Wan, about 4 feet, 4 inches high, short thick hair, which was cut off last fall; He was seen at Elizabeth-Town, with a blueish great coat, and a rusty beaver hat, and offr'd to list a soldier, and, am inform'd was since at Perth Amboy. Whosoever takes up said Indian so that his master may have him, shall have forty shillings reward, and reasonable charges paid by Friend Lucas.

Kearny, Scrap Book.

NOTE: Andrew Johnston (not to be confused with the Dr. John Johnstone family) was a Vestryman and Worker of St. Peter's Church. —Whitehead, *Ibid.* p. 239. He was a Judge of the Court of Common Pleas. —Miller, *Ibid.* p. 61.

CHAPTER XVIII

NEGROES IN PERTH AMBOY

It is not recorded whether any slaves were brought to New Jersey under the concessions of Berkeley and Carteret. In 1680, fifteen years after the date of the Concessions there were only one hundred and twenty Negroes in the colony, and most of them were brought in from oher colonies. The bond white servants who sold their services to settlers in order to have their passages paid from England and Scotland and the Negroes who were owned outright were alike designated as "servants" by many people in early colonial New Jersey. In 1696 the Quakers of New Jersey and Pennsylvania recommended to their own people that they stop owning slaves. The Quakers as a sect gave up slavery, but other denominations of Christians, did not. When the Crown took over the government of the colony, 1701-1702 slaves were brought in from Africa.

Queen Anne in her instructions to Governor Lord Cornbury called the Governor's attention to the Royal African Company, which brought Negroes from Africa and sold them as slaves. The instructions continued: "And whereas we are willing to recommend unto the said company that the said province may have a consistent and sufficient supply of merchantable Negroes . . ."

Negro slaves were brought to Perth Amboy from Africa under the Royal Governors, beginning with Lord Cornbury, 1702. At the junction of Smith and Water Streets there were barracks in which the slaves were housed on arrival. Throughout the colony most of the field labor and domestic services of most families was performed by Negro slaves. There were some indentured or bond servants who were white. In the years immediately before the Revolution there were approximately three hundred families in Perth Amboy. There was only one that did not own slaves. That was the family of Thomas Bartow, a man of considerable wealth, who was opposed to slavery.

In his History of The Arts of Design, William Dunlap writing about Negro slaves said: "My father had several families of them of all ages." Thomas Bartow was guide, tutor and friend of William Dunlap as a small boy. It was due to Bartow's influence that Dunlap freed the family slaves shortly after his

father's death in 1791. Many years later Dunlap in a letter to his friend William Whitehead told of his studying with Mr. Bartow. He said: "This commenced my acquaintance with Homer, with Pope, with Milton, with Troy, Greece and Rome. I learned to love books and pictures, and my love for them has continued." At ten years of age William Dunlap had a greater knowledge of the classics than most high school graduates have today.

That the importation of slaves was being carried on to a considerable extent in the province in 1763 is shown in a letter from Governor Hardy to the Lords of Trade in London:

"Perth Amboy, 2nd May, 1763

Right Honorable, The Lords Commissioners for
Trade and Plantations.

My Lords:

By the Intrepide Man of War, I sent the bills passed at the last sessions of the General Assembly of this Province in September. There is among them one entitled 'An Act for the laying a duty on Negroes and Mullato slaves imported into this province' which I would not give assent to without a suspending clause not to take effect until His Majesty's pleasure shall be known; it may be proper likewise to inform your Lordships that the reason for laying a higher duty in the western division than the eastern, is that in the province of Pennsylvania the duty is ten pounds proclamation on all slaves imported, and in New York only two pounds currency; this consideration induced the Assembly to make such a deference in the two divisions

Your Lordships most obedient humble servant,

JOSIAH HARDY".

—Whitehead, Ibid.

For 80 years the Quakers in Pennsylvania advised their members against encouraging slavery, and in 1776 all slave holders who would not free their slaves were excluded from membership in the Society of Friends. Quakers in all the other colonies soon followed their Pennsylvania brethren.

SENTENCED TO BE BURNT ALIVE

A. D. 1729

At a special Court (by virtue of an Act of ye Generall Assembly of New Jersey, intituled an Act for Registering Slaves), held at Perth Amboy ye tenth day of Januari In ye third year of his Majestie's reign, Anno Dom. 1729, before three of His Majestie's Justices of ye Peace for ye County of Middlesex, In conjunction with five principall Freeholders of ye said County: In order to try An Negro Man named Prince for murdering one William Cook, A White man. Present:

"The Indictment Against the said Negroman being read to him, he pleaded not guilty to ye Murder, he was charged with; but it Appearing to ye Court by sundry Evidences and other substantial proffs that he was guilty of ye said Murder, The Court found him guilty, and pronounced sentence Against him, which was that he should be burnt Alive, on ye twelfth of this Instant, which sentence was accordingly then put in Execution.

J. Lawrence Kearny, Scrap Book.

There were three "risings" of slaves in the Provinces. The earliest was in the Eastern division not far from New Brunswick and Perth Amboy. In early writings it was said to be near the Raritan. The purpose of the insurrection was to obtain their freedom by a general massacre, and then join the Indians to fight for the French.

In the provinces of New York and New Jersey, slaves were severely punished for crimes. Burning alive was a frequent punishment. In Perth Amboy On July 5, 1750 two negroes were burned alive for the the murder of Mrs. Obadiah Ayres. One of them was a boy 16 years old recently brought from Africa. The other was a man. A Negro was hanged at the junction of New Brunswick Ave. and Woodbridge Road (Amboy Ave.) for theft.

—Whitehead pp. 318-19.

New Jersey has a bad record in its treatment of slaves as a colony.

On February 15, 1804 New Jersey adopted a law which gave freedom to every child born of slave parents after July 4, 1804; the males on reaching twenty-five years of age, and the females twenty-one. Under the operation of the act, slavery

had practically disappeared before the beginning of the Civil War. The importation of slaves into the State was prohibited as early as 1786.

In 1810 the City had a population of 815. Included in that number there were 49 slaves. When the law of 1820 was adopted there were only 30 slaves in Perth Amboy, but the number of slaves in New Jersey at that time was nearly ten times the number of people in this city.

The number of slaves in New Jersey had been decreasing for many years before the Civil War as is shown by this tabulation:

1790	11,423	1830	2,254
1800	12,422	1840	674
1810	7,557	1850	236

—Whitehead, Ibid. p. 320.

Perth Amboy's record in its treatment of Negroes is somewhat mixed. St. Peter's Church has a good record. Negroes were admitted as members of the Church from the time of its first service in 1685. They were admitted to the Church School in 1763. As late as the 1860's Negro children were not admitted to the one public school in the city. But beginning with the first public school building in 1871 there has been no discrimination in the schools. In the past decade several Negro boys have been elected presidents of the senior classes at Perth Amboy High School, and one at St. Mary's H. S.

As late as the 1930's and early 1940's Negroes were denied equal rights. In 1936 I was State Director of Adult Education (WPA) and Superintendent of Perth Amboy public Schools. I called a meeting in Perth Amboy of the State Supervisors of W.P.A. Negro Schools. Segregation was common New Jersey practice not only in WPA education but also in the public schools, Middlesex County being a notable exception. I went personally to every public eating place on Smith Street trying to find a place where the Negroes could get lunch and no eating place would serve them.

As in Bethlehem, "There was no room at the Inn." Lunch was served to them in the High School cafeteria where teachers and students welcomed them cordially.

In 1949 the Board of Education appointed the first Negro teacher. Mr. Herbert Richardson was appointed to teach music in the Samuel E. Shull School. He is one of the most popular teachers in the school system.

RIGHTS

It is a strange thing that in a large section of the United States, the fundamental rights of many American citizens are denied because of the color of their skin. In Acts 17:26 we read that God made of one blood all nations of men. But in the South a great majority of the people, by custom, by preference, by law, and by professed belief, relegates Negroes to a position of second class citizenship. Those people are professed Christians, and yet they use the Cross of Christ as a symbol of hatred, terrorism, and oppression. They ignore the admonition, "Love Thy Neighbor as Thyself."

Men who exhibit a firey cross on a hill-top or close to a Negro family's home are Christians who have lost their way.

The denial of civil rights to Negroes in the South does great damage to the United States in the family of nations. Negroes in the South are deprived of their civil rights by public officials, including judges and law enforcement officers. Many churches ban them from membership.

But in the North, too, the Negro is, to some extent, treated as a second class citizen, and is denied equal opportunity.

The September 1958 bombing of a synagogue in Atlanta was a shocking thing, shocking to the South as well as to the North. But it was not a surprising thing. The rabble rousing politicians of the South are the indirect sponsors of cross burners and bombers. The rabble rousers include Southern governors, senators and congressmen. Members of the White Citizens Councils and the KKK are their followers. When men in the seats of the mighty in government uphold and advocate defiance of the law and the federal constitution, cross burning, bombing, and mob violence are the inevitable consequences. The Atlanta bombing is the fourth bombing of a synagogue in recent months. Other bombings this year have included schools and homes of Negroes. One was the home of a Negro clergyman.

In the pledge of allegiance the words "With liberty and justice for all," mean "Justice for All." Racial problems including problems of integration are religious problems. They involve the highest concepts of various religions, and are parts of our Bill of Rights, because the principles on which our government was founded are the principles of religion. Racial problems are also problems of government. They are the concern of the courts, law officers and the Congress of the United States.

THE FIRST NEGRO VOTER

Thomas Peterson was the first Negro voter in the United States. He was sometimes known as Thomas Mundy. Before moving to Perth Amboy his father was employed by the Mundy family in Metuchen where Thomas was born in 1824. His parents came to Perth Amboy in 1828 where Thomas lived all his life from four years of age.

The fact that Thomas Peterson was the first Negro citizen to vote has been established beyond question. It was established when a claim was made for that honor by a Negro voter of Princeton, N. J. Tom Peterson did not want to have the distinction of being the first negro voter unless his claim to it was just, and so a committee of prominent citizens of Perth Amboy was selected by him to make an investigation and report. The committee was made up of J. L. Kearny, Patrick Convery, William Paterson (former Mayor), John Fothergill (former Mayor), and I. T. Golding, City Treasurer.

J. L. Kearny was the person who had suggested to Mr. Peterson that he vote and Patrick Convery received and recorded his vote at the poll.

Thomas Peterson cast his vote in Perth Amboy on March 31, 1870, the day following the adoption of the Fifteenth Amendment to the Constitution. The Princeton claimant, an honorable and popular citizen, cast his vote on April 13, 1870. He readily conceded the fact that Thomas Peterson voted before he did. The Committee made a thorough investigation and found that there were only a few elections on March 31st and none March 30th and that no Negro had voted anywhere except in Perth Amboy.

Thomas Peterson was a good citizen. He served as custodian of School Number One.

On Memorial Day, 1884, the citizens of Perth Amboy at a large meeting at City Hall presented Thomas Peterson a medal. On the obverse side of the medallion was the profile of Abraham Lincoln and on the reverse these lines —

PRESENTED BY CITIZENS OF PERTH AMBOY, N. J.

TO

THOMAS PETERSON

THE FIRST COLORED VOTER IN THE UNITED STATES
UNDER THE FIFTEENTH AMENDMENT,

AT AN ELECTION HELD IN THAT CITY,

MARCH 31, 1870.

The following is a copy of the program.

The Presentation of a Medal to Thomas Mundy Peterson

DECORATION DAY, MAY 30th, 1884

In the City of Perth Amboy, New Jersey

In commemoration of his having been the First Colored
Citizen in The United States to cast a vote under
the Fifteenth Amendment.

with Addresses By

HON. WILLIAM PATERSON

and Others

PERTH AMBOY, N. J.

The Middlesex County Democrat Print
1884

Reprinted 1935. H. E. Pickersgill, Perth Amboy, N. J.

On the inside of the south wall of St. Peter's Church a visitor will note a bronze tablet with the words:

In Memory Of

THOMAS PETERSON

First Negro Voter of The United States

Under The Fifteenth Amendment

At An Election Held In This City

March 31, 1870.

His Body Rests In The

Southern Portion Of The Churchyard.

ERECTED BY THE

NEGRO HISTORY CLUB OF PERTH AMBOY

March 10, 1940

A newspaper clipping in the possession of Mrs. Johannes Garretson Koyen (without date) reports an interview with Thomas Peterson: "I was working for Mr. J. L. Kearny on the morning of the day of election, and did not think of voting until he came out to the stable where I was attending to the horses and advised me to go to the polls and exercise a citizen's privilege . . . When I went home to dinner at noon I met Mr. Marcus Spring of Eagleswood, a place about a mile out of town, and he, too, advised me to claim the right of suffrage at the polls.

"The question at stake that day was not a party issue but rested upon the adoption of a new charter. A desire had arisen on the part of some people of the town for a revised charter, while others wished to surrender the charter altogether and revert to a township government. As I advanced to the polls one man offered me a ticket bearing the words "revised charter" and another one marked, "no charter." I thought I would not vote to give up our charter after holding it so long; so I chose a revised charter ballot.

"Our side won the election by a vote of 230 to 63 and I may mention as a coincidence that I was afterward appointed one of a committee of seven to revise the charter."

The article goes on to state that "Peterson was born in Metuchen, N. J. . . . His father was Thomas Peterson. His mother's name was Lucy Green. The former came from free parents, but the latter's parents had been slaves in Gov. Newell's family; in Monmouth County . . . When four years old, his father moved to Perth Amboy. On Feb. 10, 1844 he was married to Daphne Reeve whose family had been slaves on the Bell estate in Perth Amboy."

Peterson's statement continued, "For seven years I was employed by the city as janitor of the public school, and last year I was a delegate to the Republican county convention." Thomas Peterson was janitor of School No. 1 in 1870-1877. The medal described in this history was presented to Peterson on May 30, 1884. In the above newspaper report and interview there is no mention of the medal. It is safe to state that the date of the newspaper article is between 1877 and 1884.

Thomas Peterson's grandson Alfonso, lives in Rahway, N. J. with his wife and eleven year old daughter, Althea. He was born in Perth Amboy.

It has long been a matter of St. Peter's Church history that Thomas Peterson was buried in St. Peter's Churchyard, but the exact location was not known. The Reverend William H. Watson and this writer recently located Mr. Peterson's grave beside the grave of his wife. In August 1959 the church collected a special fund and placed a large stone:

HERE LIES THE BODY OF
THOMAS MUNDY PETERSON

FIRST NEGRO VOTER IN THE UNITED STATES
UNDER THE FIFTEENTH AMENDMENT
AT AN ELECTION HELD IN PERTH AMBOY

MARCH 31, 1870

Member Of
A COMMITTEE TO REVISE THE CITY CHARTER

BORN OCTOBER 6, 1824

DIED FEBRUARY 4, 1904

HIS WIFE
DAPHNE REEVE PETERSON

BORN OCTOBER 2, 1820

DIED NOVEMBER 23, 1891

NOTE: William A. Newell was governor 1857-1860. It was his ancestors who owned Daphne Reeve's slave ancestors.

When Mr. Peterson went to church or to any other gathering of people he wore his medal. After Mr. Peterson's death the medal was owned by Judge Harold Pickersgill. Later the Rev. George H. Boyd tried to buy it for St. Peter's Church and offered to pay a good price for it. The new owner refused to sell it to the church. It was sold at auction in New York. It was finally sold to Xavier University in New Orleans and is in the University Museum. Xavier is a Negro Catholic institutions. If Perth Amboy could not have the medal it is good to know that it is in a Negro institution, but it should be in Peterson's home town. Thomas Peterson's granddaughter, Mrs. Helen H. Ewing lives in New York, 2042 Madison Ave.

ST. PETER'S CHURCH

VERY REVEREND DR. GEORGE H. BOYD, *Rector*
 REVEREND WILLIAM H. WATSON, *Assistant*

Program

NOVEMBER 1, 1959 — 4:00 P. M.

IN MEMORY OF THOMAS PETERSON (1824-1904)

FIRST NEGRO VOTER IN AMERICA, AND THE DEDICATION
 OF THE CHURCHYARD STONE MARKING HIS GRAVE

ORGAN PRELUDE Joseph W. Sheldon, A. G. O.

HYMN: (2nd Tune) No. 126

CRUCIFER

Samuel Hazell

ACOLYTES

Elnando Bryson

Roger Chestnut

James Baker

George Carty

USHERS

Anguilla Society Members

CHOIRS

St. Augustine's Church (Elizabeth)

St. James A. M. E. Church (Perth Amboy)

PRAYERS

The Lord's Prayer

Prayer For World Peace

Prayer For Brotherhood

Prayer For Faith

ADDRESS *The Hon. James J. Flynn, Jr.*
Mayor of the City of Perth Amboy

ADDRESS *William C. McGinnis, Ph. D.*
Historian

RECESSIONAL TO CHURCHYARD
(The Congregation will follow the Choirs)

AT THE GRAVE OF THOMAS PETERSON

ADDRESS *Henry Wade*
President, Perth Amboy Chapter N.A.A.C.P.

PLACING OF WREATH

DEDICATION OF MEMORIAL STONE *The Rev. Junius Carter*
Rector, St. Augustine's Church, Elizabeth, N. J.

NATIONAL ANTHEM

N.A.A.C.P. PERTH AMBOY BRANCH

For many years The National Society For The Advancement of Colored People has worked for the betterment of Negroes throughout the United States. Several white people are members of the Perth Amboy N.A.A.C.P. The officers of the local organization are:

- | | |
|------------------------------|--|
| Henry M. Wade | <i>President</i> |
| Mrs. Mary E. Wilson | <i>Secretary</i> |
| Mrs. Leola M. Wood | <i>Assistant Secretary</i> |
| Mrs. Geneva Miller | <i>Treasurer</i> |
| Kenneth F. Wood | <i>Executive Board Chairman</i> |
| Ira Wilson | <i>Program Chairman</i> |
| Mrs. Leola M. Wood | <i>Youth Advisor</i> |
| Aldan D. Markson | <i>Legislature Chairman</i> |
| Rev. Herbert M. Martin | <i>Housing Chairman</i> |
| William Storvall | <i>Membership Chairman</i> |
| William Morton | <i>Labor Chairman</i> |
| Herbert Richardson | <i>Educational Chairman</i> |
| Patrolman James Hodge | <i>Publicity Chairman</i> |
| Mrs. Hilda Hodge | <i>Freedom Fund Chairman</i> |
| David Mandel | <i>Legal Redress Chairman</i> |
| Elsie Gibbs | <i>Community Coordination Chairman</i> |
| Alston Smith | <i>Life Membership Chairman</i> |

Mrs. Mollie Chapman recalls that there were some families of ex-slaves that migrated to Perth Amboy from Nova Scotia by way of Harriet Tubman's Underground Railroad. They were the Lawrences, the Stillwells and the Woolseys. Mollie's grandmother was Jane Lawrence, one of the aforementioned ex-slaves. Her father, Samuel Lawrence — born in 1846 in Perth Amboy — made a living in the then prosperous oyster industry in this city. Evidently, he met with some measure of success which enabled him to purchase a tract of land where the St. James A. M. E. Zion Church now stands. Of these families, Mrs. Chapman and her brother, Warren R. Lawrence of Hoboken, N. J., are the only survivors.

Around the turn of the century, there came an influx of immigrants from the West Indies and migrants from the South. The circumstances that lead these people to Perth Amboy are many and varied. The West Indian, by nature, is a man of the sea. Around this time the Barber Asphalt Company owned and operated a fleet of ships between Perth Amboy and Trinidad. These were the pre-passport days, so we can see how it was possible for certain of these men to make a one way trip. terminating in Perth Amboy. Among the first of these were William Arthur Gumbs, D. Gumbs, and Joseph Hodge. These men are still local residents.

The growing Negro population presented the same problems of community life that confronted other ethnic groups. The Negro, by nature, is a God-fearing individual, and it had to be that one of his foremost desires was to have a place of worship of his own.

D. R. C.'s

The D.R.C.'s is an organization that came directly from the church. The group was organized in 1911 as "The Dress Reformed Convention," and carried the name "D.R.C.'s". In 1935 this was changed to "Daughters of Race Culture." The organization is a benevolent as well as a social club. In both World Wars I and II, they bought war bonds and donated their services to the hospital. The club affiliated with the New Jersey State Federation of Colored Women's Clubs in 1923, and is the second oldest club in the Federation. The purpose

of the Federation is “Work and Serve” and the motto, “Lift and Climb.” The Federation is affiliated with the National Association of Colored Women, the National Council of Women in the United States, and the International Council of Women.

The “D.R.C.’s” is the oldest Negro club in Perth Amboy, having been organized for forty-six years. At its 46th Anniversary celebration, eight of the twelve members received awards for 25 years of service in the Federation.

Dr. Edward Swift was the first Negro doctor in Perth Amboy, and Mrs. Rosetta H. Dove was the first Negro social worker. Both of these persons saw the need to install in the youth of that day, a sense of race pride through an understanding of racial heritage and awaken latent creative abilities.

Dr. Swift conducted an Opportunity Class at the St. James A. M. E. Zion Church and formed two clubs “The Fraternity Boys” and the “Sorority Girls.” Mrs. Dove, through her affiliation with St. Peter’s Episcopal Church, strove to accomplish the same goals. She established courses in dramatics, handicrafts, and engaged in numerous community projects.

Here are some of Perth Amboy Negro firsts:

First Nurse — PLACID JEAN DOVE (Parker)

1945 First Teacher — HERBERT RICHARDSON

1947 First Policeman — WALTER GIBSON

1948 First Postal Employee — JOSEPH RAYSOR

1958 First Paid Fireman — GEORGE HODGE

SONS AND DAUGHTERS OF ANGUILLA

The Sons and Daughters of Anguilla, British West Indies, was organized in the fall of 1921 by the late Neriah Richardson. The Society was granted a Charter on September 7, 1922. Elected to office were:

Charles B. Richardson *President*

Neriah Richardson *Vice President*

Charles W. Gumbs *Secretary*

Sydney Nurse *Treasurer*

The group is composed of all people who are descendants of Anguillians and their husbands and wives. The purpose of the organization is to strengthen the bond between the people of Anguilla and their descendants now residing in the United States. During the winter of 1923, some of the members moved to New York where a sister organization, the Anguillian Benevolent Society was formed. In 1945, the Society purchased property at 178-180 Chauncey Street. It consists of two apartments and hall known as "The Carribean Hall." At the present time, there is a membership of over fifty financial members.

NOTE: Most of the information beginning with the words "Mrs. Mollie Chapman" is from the booklet of the N.A.A.C.P., May 9, 1958.

